CYCLE NEWS®

WEST

Volume XIV : Number 27 : July 13, 1977

75¢

Mike Kidd wins San Jose half mile

The Next 500cc Motocross WORLD CHAMPION

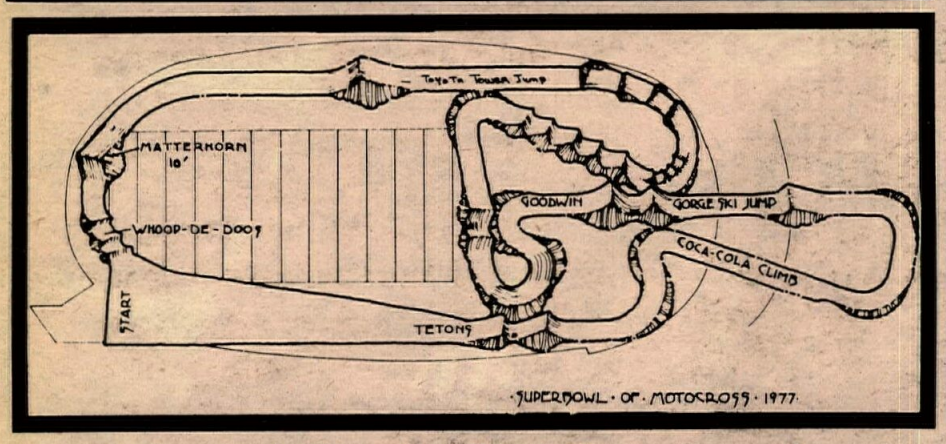
HEIKKI MIKKOLA

Conclusion: The Roger DeCoster Story Part X.

Rio Bravo 125cc National MX; West German 250cc MX GP

NEWSPAPER

THE LATEST POOP BY PAPA WEALEY



Here's the Superbowl of Motocross VI track. The question now is, who's gonna get around it best. Choices include Roger D, Bob Hannah, Jim Pomeroy, Jimmy Ellis, Marty Smith and maybe even Marty Tripes. We pick Hannah, maybe Smith.

Brad Lackey celebrated the fourth of July in Great Britain by taking his first overall in World Championship 500cc Motocross! Brad won the first moto and placed fourth in the second round.

Lackey took the win in the first GP moto in Great Britain followed by Gerrit Wolsink, and Bengt Aberg. In the second moto Heikki Mikkola was first with second going to John Banks, third Graham Noyce, fourth Lackey followed by Hakan Andersson and Jack Van Velthoven. Roger DeCoster retired with DNF's in both motos.

Heikki Mikkola leads the World Championship points race with 220; Wolsink with 170 is second; DeCoster third with 156 and Lackey fourth with 130. With only three rounds left Mikkola's lead appears insurmountable.

At the 125 National in St. Joseph, MO. the top 10 were:

1. Bob Hannah	1-1
2. Broc Glover	3-2
3. Warren Reid	5-3
4. Danny LaPorte	4-4
5. Mark Barnett	2-8
6. Billy Grossi	6-5
7. Jimmy Weinert	7-7
8. Chuck Sun	9-10
9. Ron Turner	10-12
10. Pat Richter	DNF-6

The National Points standings for the 125 Championship have LaPorte in the lead with 200; 2. Glover (190); 3. Hannah (183); 4. Reid (140); 5. Steve Wise (134); 6. Pat Richter (119); 7. Gary Ogden, Mark Barnett (105); 9. Jimmy Weinert (88); 10. Mike Guerra (73).

At the 125 Grand Prix in Germany the overall went to Gaston Rahier with a 1-1 score, second was Gerald Rond with a 2-2, third Gilbert DeRoover 3-4 and fourth Henri Massont with a 5-3.

The American Federation of Motorcyclists (AFM) is offering contingency money to any member finishing in the top three in any solo final event at the Sears Point Camel Pro Series/American Motorcyclist Assn. (AMA) Grand National road race to be held July 16-17. AFM members finishing first in Novice, 250 Expert, 750 Expert or Superbike Production will earn an extra $100, while second and third place will pay $75 and $50 respectively. Riders must display two AFM stickers on their bike.

Three $500 guaranteed purse "speedway road races" remain in the AFM Summer Series. The races, held on a 5/8-mile, eight-turn course at 605 Speedway in Irwindale, Calif., feature heats, semis and main events. Races are scheduled for July 8, July 22, and July 29.

The California Desert Conservation Area Advisory Committee sponsored by the Bureau of Land Management will make basic decisions regarding the work program for the Calif. Desert Plan, interim management actions of the BLM, and public participation at meetings scheduled for July 7,8,9 at the University of California, Riverside campus.

The U.S. Forest Service has banned use of any motors or motorized equipment in the middle Fork Feather Wild River Zones except on the Stag Point and Sleghorn Bar Trails or when authorized by a permit. The area is adjacent to the Plumas National Forest, Calif. More information is available from the Forest Supervisor, Plumas National Forest, 159 Lawrence St., Quincy, CA 95971.

Barry Sheene (Suz) won the 500cc Belgium Grand Prix road race on July 3, beating Steve Baker (Yam), Pat Hennen (Suz), Tuevo Lansivouri (Suz) and Steve Parish (Suz). There is little doubt that Sheene will again be 500cc World Champion.

IRC Tires and the Continental Motosport Club (CMC) will sponsor a $2,000 motocross on the new course at Saddleback on July 17.

Pierre Karsmakers is returning to the United States to contest the 500cc National Series, which starts up at Lake Whitney, Texas on July 17. Karsmakers, currently ninth in World Championship 500cc Motocross standings, has more American Motorcyclists Assn. (AMA) National wins than any other rider.

The Bureau of Land Management has announced that 5,870 acres of public lands located about 40 miles southeast of Baker, Oregon have been closed to all off road vehicle use from August 27 to December 1, 1977. Specific information may be obtained from the District Office, Bureau of Land Management, Baker, Oregon.

Diane Cox, like everybody else, is still looking for sponsors for her dirt track efforts. Anybody interested in helping out the first lady expert should call (503) 363-2022.

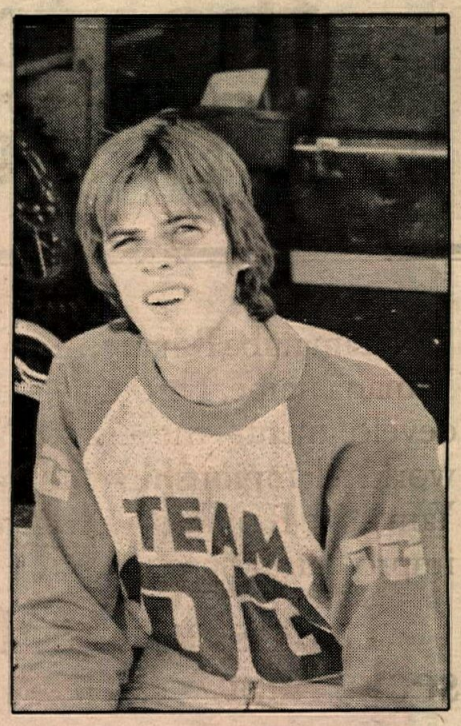
On the subject of sponsors: One enterprising "national number" dirt tracker placed a *Cycle News* want ad asking for interested sponsors to contact him. The ad cost $4, and within two weeks $1,000 cash was in the racer's hands from a generous "silent partner."

The Forest Service has announced a series of workshops to be held from July 5 to August 18 throughout the state of California to provide public input on an inventory of National Forest Roadless Areas in that state. Participants in the workshops will be asked to suggest possible additions to areas designated as wilderness. No off road vehicle use is allowed in wilderness areas. Interested people can get the complete list of workshop dates and locations from the Cleveland National Forest, Office of Information, 880 Front St., Roon 6-S-5, San Diego, CA 92188.

Every motocrosser has experienced near heat exhaustion while waiting at the starting gate for his moto to get started. Lake Whitney Cycle Ranch is doing something to help beat the hot Texas sun. Ranch personnel have installed a 12-foot wide, 135-foot long metal awning to shade the area behind the starting gate where riders are staged for the next race. A tip of the Wealey duckbill to Lake Whitney for thinking of rider comfort.

A copyright infringement suit filed by Vetter Fairing Company against American Easy Rider Inc. has been settled out of court. In the suit, filed in the U.S. District Court for the Northern District of Texas, Vetter charged that American Easy Rider violated Vetter copyrights by producing and distributing certain materials without license or permission.

California State Parks and Recreation Director Herbert Rhodes, who earned fame as the man who swindled the off highway vehicle OHV fund out of millions of dollars meant for the acquisition and care of OHV parks, has appointed two new division chiefs: Jack V. Harrison as Chief of Acquisition and Development Divisions; and Lon Spharler as Chief of the Planning Division. You can call Jack at (916) 445-4794 or Lon at (916) 445-6538 and urge them to get on with the business of acquiring more and bigger OHV parks in the heavily-populated urban areas of California.



On Tuesday, July 5, Mike Bell signed a contract with the Yamaha factory. Mike follows Bob Hannah and Broc Glover as the latest DG Performance Specialties rider to move on to Team Yamaha. Mike inked a contract for the remainder of this year to ride the Superbowl of Motocross, Anaheim Stadium, the 250 Support Class for the 500 Nationals and the Trans-AMA Support Class. Mike has dominated the Southern California scene for some time now. He will ride the support classes to get used to the heat and humidity of the east, then go full bore next year. *Cycle News* wishes Mike the best of luck in the future, even though we are losing an ace test rider.

Mick Grant gave Kawasaki their first Grand Prix victory with a win in the 250cc class at the Assen, Holland road race on June 26. Franco Uncini (H-D) and Barry Ditchburn (Kaw) followed Grant in that race. Yamahas swept the 350cc race, with Kork Ballington first, Michel Rougerie second, and Petri Fernandez third. As reported last week, Wil Hartog (Suz) beat Barry Sheene (Suz), Pat Hennen (Suz), Philippe Coulon (Suz) and Steve Baker (Yam), to win the 500cc race.

The factory Honda motocrossers, which are right around 405cc, feature right-hand drive as a result of a redesigned gearbox. The new tranny allows the engine to be moved back so the countershaft sprocket nearly rubs the swingarm pivot, eliminating some slack in the drive chain. All the Hondas actually raced in the U.S. GP at Carlsbad featured Moto-X Fox Airshox and Showa front forks (no air, just oil and springs) for over 11 inches of travel at each end. Papa doesn't know how much horsepower they're putting out, but Marty Smith admitted he was having his problems keeping the front end down and there was a Honda in or near the front at the start of each moto.

(Continued on page 37)

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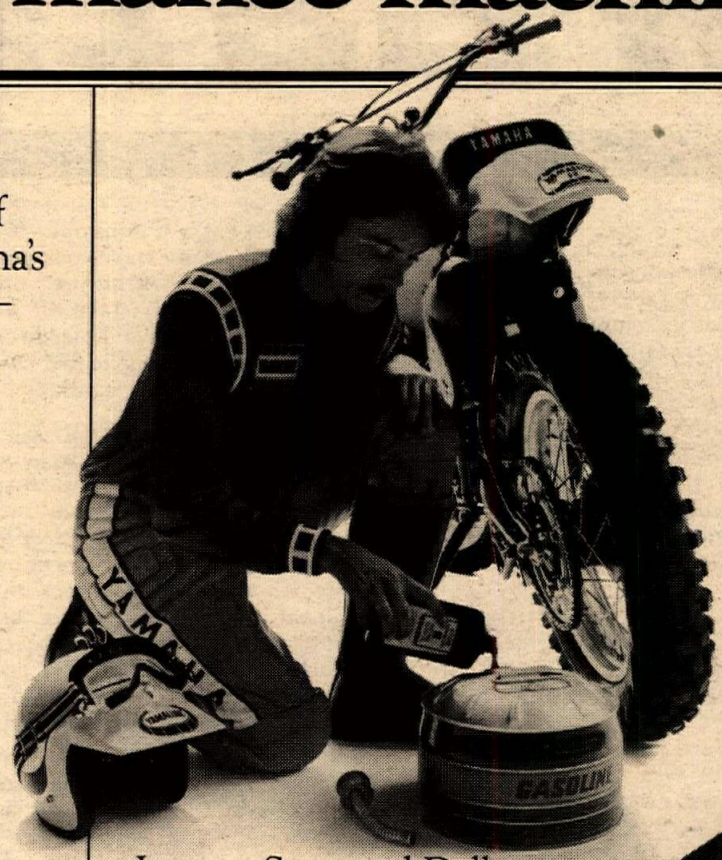

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ON THE FRONT PAGE: Heikki Mikkola, the man who, barring disaster, will be the 1977 500cc Motocross World Champion. Photo by John Ulrich.

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VOICES OF THE WEST

Baja

As you know, sponsors are the life blood of many a race effort. In the recent Baja Internacional, the fifth place Open bike was incorrectly listed as sponsored by PJ1. The correct sponsor was Long Beach Honda, a long time supporter of off-road events, with the bike prepared by noted tuner Bill Bell. A Baja effort is both expensive and time consuming; sponsor recognition should be an important result of that effort.

GARY DREAN
Riverside, CA

The SCORE program listed the Gary Drean/Gene Cannady Honda as sponsored by PJ1 Lubricants. Believing the official program, our correspondent in Baja repeated the error...Ed.

Pierce at Loudon

Please make a correction in the Loudon National road race story (*Cycle News* issue #25, June 29).

Ron Pierce had passed Mike Baldwin in the Superbike Production race and had a good lead. In making an effort to regain his position (which he did not), Baldwin went down. Pierce continued on to the checkered flag.

Please tell it like it was!

JOHNNY KOKINOS
Bakersfield, CA

Our apologies to Mr. Kokinos, who owns the BMW R90S on which Pierce won. . .Ed.

Desert survival

We must avoid tragedies such as the recent Baja one. Motorcyclists who are going riding in the desert should know some basic survival tips.

Everyone should carry with them flares, matches, a three-foot-square piece of plastic, a cup, food, and water.

We always carry a minimum of two flares per bike, and have located lost riders twice because of this precaution. If lost during the day, take off a tire (or, if no tools are available, leave it on), torch it and the smoke can be seen for miles. If no gas is available, use cranckcase oil to ignite.

In the evening, dig a hole about a foot deep and 1½ feet square. Place a cup, can or what have you in the bottom center of the hole. Place your plastic sheet over the hole, forming an inverted cone. Put a small rock on top and in the center of the plastic, about an inch above the cup location. Support the perimeter of the plastic with dirt or rocks. During the night, the condensation will give you about a cup of water.

Do not leave your bike. Stay with it, and make certain it is in plain sight. Dig in close by and wait. I know you can't stand the helmet, so wrap your head with rags, handkerchief, or tear the seat cover off and use it. If nothing else is available, pull a small bush and put it on your head.

Walking or excessive motion will only serve to accelerate the dehydration process. Get in some shade and lie as quietly as possible. Do not smoke, as that will cause further problems.

Urinate in a rag and use the moisture to cool you on the head, neck and shoulders.

You cannot walk out — within a few hours you lose all sense of direction and your mind plays tricks on you. I speak from personal experience.

I am certain that there are many other things to do to safeguard yourself, but these hints could save your life.

My heartfelt sympathy goes to the families of the riders involved in the recent Baja tragedy. I prayed to God for their survival, as I know many of you did.

THE OLD GRAY FOX
Westminster, CA

Cherry Creek and Virginia City

Being new to the Idaho area, the Cherry Creek Hare and Hound was the first chance I've had to compete in a race sponsored by the Salt Lake City Motorcycle Club.

At the riders' meeting preceeding the race we were told of a large mud lake but not to worry because the course had been changed to avoid the impassable area. Out of 400-plus riders, at the most 30 made it to the second check (15 miles). At least half of the participants burnt their bikes' clutches up trying to get to dry land.

When I left at 7:00 p.m. that night there were at least 150 bikes still left stuck in the mud flats with no way to get out by themselves.

I feel the Salt Lake Motorcycle Club was very negligent in plotting the course and also their concern for the stranded riders left much to be desired.

The weekend preceeding Cherry Creek I had the pleasure to race the Virginia City Grand Prix put on by the Western States Racing Association, a group I would like to commend for their organization, care and concern for the riders.

LARRY CROSS
Preston, ID

Burpo on DRA demise

What I must say in this letter makes this one of the most difficult times of my life.

There has been talk of the possibility of selling Desert Racing Association (DRA) but because of the financial conditions and surrounding circumstances it is not possible. It stems from inflation to lawsuits, business and personal, and since I am DRA it has affected me both ways.

There is no choice but to discontinue and cancel all future events and operations of the Association now as the Association is heavily in debt and cannot meet any of its past or present obligations.

Where do you find the words to express your feelings on a matter that for the last six years has been your total life and that by being so has touched on the lives of so many great people? There are no such words. All I can say is that my wife, Beverly and I have given it our all and hope that you have appreciated and enjoyed it as much as we have.

RON BURPO
Desert Racing Association
California City, CA

Nixon's 250

Just a note to let you know that Jim and Jim's Yamaha is also a sponsor of Gary Nixon's 250. We sponsored Scott Pearson last year at Laguna Seca and Riverside.

JIM PARKS
Ukiah, CA

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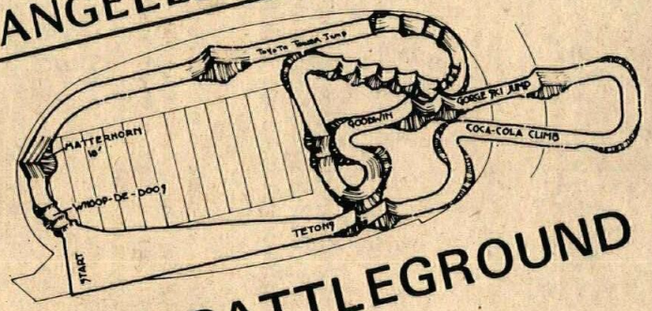

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500cc World Championship MX Series -- Round eight

Flying Finn strengthens points lead at Motocross Laurentide

By Charles Morey

ST. GABRIEL DE BRANDON, QUE., CANADA, JUNE 26

Persistence and patience proved to be Heikki Mikkola's winning virtues as the Team Yamaha rider topped a small 16 rider field at Motocross Laurentide, Canada's 500cc MX Grand Prix. Mikkola's 1-3 overall victory at the Motocan-promoted event gave him an additional 25 points (including a valuable moto win) toward securing the 1977 500cc World Championship title. Mikkola's closest competitors, Suzuki teammates Roger DeCoster and Gerrit Wolsink, remain nearly 50 points behind.

Tied at 136 points each following the USGP, Wolsink and DeCoster nearly held firm against one another. But Gerrit's win in the second Canadian moto provided the one point edge that puts him in second place over Roger, 157 to 156, in the point standings. Mikkola now has 205 to his credit.

Team Honda's Brad Lackey was among the very best riders to contest the Motocross Laurentide, a point driven home by his outstanding 3-2 placings for second overall for the afternoon. Brad's ride kept him firmly in fourth in the points race with 107. Wolsink's 5-1 was good for third place on the victors' podium. Roger DeCoster and Herbert Schmitz, riding a Selvaraj Narayana-tuned works Maico, rounded out the top five, DeCoster with a 2-4 and Schmitz with a 4-6 score.

Qualifying on the slippery course Sunday morning was a chancy affair with more than one rider taking a dunk in the stream that wound through the hill-and-gulley St. Gabriel track. At least eight frighteningly narrow wooden bridges crossed the creek, and with a thick layer of greasy mud from Saturday's rain covering the elevator shaft-like downhills, they were not easy to hit. One notable rider in the "all wet club" was CCM's John Banks who was busy watching a rider in front of him and, distracted, missed a bridge. No injuries occured due to the bridges, although Banks had to endure a good deal of ribbing from the American Honda team who unanimously decided that he should be harassed as soon as they heard about the incident.

The only other four-stroke rider in the group, Bengt Aberg on the Hallman Yamaha 500, dropped from contention early in Sunday morning's compulsory practice.

"Bent valve," Aberg muttered when asked the problem, then added that it was "not possible" to repair the damage, apparently incurred when the valve keepers failed, allowing the valve to drop onto the piston top.

Jim Pomeroy became the fastest qualifier at a time of 2:03.3 beating Heikki Mikkola's second best time of 2:06.17 by nearly three seconds! It was an early indication of how fast Jim would ride that day. Unfortunately, it didn't foretell of his problems.

Following Pomeroy and Mikkola was none other than Tommy Croft who blasted around in 2:08.5, a mere 10th of a second quicker than Roger DeCoster's 2:08.6 time. Fifth fastest was Brad Lackey, and he was followed by Gerrit Wolsink, Herbert Schmitz, Jaak Van Velthoven, Hakan Andersson and John Banks, Pierre Karsmakers qualified 11th. Jimmy Ellis was 12th with a time 14 seconds behind the leaders.

Most of the top American riders passed up the Canadian race, choosing instead to prepare for the more important upcoming 500cc National Series. Among the factory riders, only Pomeroy, Lackey, Croft. Ellis and Karsmakers felt it worthwhile to make the trip. Marty Smith had planned to compete, but was sidelined with a cold.

It was Heikki Mikkola's white factory Yamaha that led the charge through St. Gabriel's tricky hillside and whoop-de-doo punctuated first turn, but close on his rear wheel were Herbert Schmitz and Jim Pomeroy. Hakan Andersson had his Montesa in fourth followed by Brad Lackey, Roger DeCoster and Jimmy Ellis.

Pomeroy was wired. In the opening laps he passed Schmitz, closed on Mikkola, and pushed hard at the Finn's backside until he got by and into the lead on the fifth time around.

Gerrit Wolsink had gotten off very poorly, 12th at the completion of the first lap, but he began a moto-long push that would eventually net the Dutch dentist a fifth place.

Pierre Karsmakers was riding well below his ability. Pierre had sprained his wrist in an earlier GP and wasn't yet able to use it effectively.

"I'm not riding the second moto," Karsmakers would say later, It's my wrist...I can't hold on!"

Things smoothed out for a few laps with Pomeroy, Mikkola, Schmitz, Lackey and DeCoster riding in the top five, fairly evenly spaced out along the track and apparently pacing the race.

Then near the 15th minute mark, DeCoster started closing in on Lackey. Riding at a slightly faster pace than

Heikki Mikkola (2) led both motos down the starting chute but here, at the beginning of the second moto, his time out in front was short-lived. Brad Lackey (4) has already passed as they exit turn one, and Jim Pomeroy (9) is coming up fast. Others include Jimmy Ellis (12), Gerrit Wolsink (3) Herbert Schmitz (5), Roger DeCoster (1) and Hakan Andersson (18).

the American Honda rider, Roger narrowed the gap. Brad, at one point, looked over his shoulder, saw The Man's front wheel and got on the gas. The pair quickly closed on Schmitz.

Suddenly, Pomeroy was gone. Spectators looked and waited, hoping to see the red, white and blue Team Honda jersey come into view. I did, eventually, but by then he was too far back and having too many problems to make a recovery.

"Fourth gear and over the bars," Pomeroy replied later in describing his get-off. He'd hit the bottom of one of the gulleys, suspension bottomed out, then found a bump and endoed over the Honda's front wheel as he went up on the other side. He was able to pick it up and he tried to continue, but the machine didn't feel right.

"I thought there was something wrong," Pomeroy responded when asked about a time he'd stopped, apparently checking the Honda's forks, "but the mechanic says they're OK. I guess it was just me."

"I really wanted to do good, too," he added dejectedly.

With Pomeroy out, Mikkola held a commanding lead. He would finish the moto unchallenged as the crowd's attention turned to the Lackey/DeCoster duel. At one point DeCoster attempted to overtake Lackey in a wide sweeping, heavily bermed turn as Brad squared it on the inside. But instead of passing, Roger almost lost it as the berm disintegrated under the Suzuki and Lackey gained a few feet. When it came down to the final reckoning, only moments from the moto's end, however, DeCoster finally did discover a way around the American, taking second for the moto and leaving Brad in third ahead of Schmitz, Wolsink, Andersson and Banks.

Round two saw another Heikki Mikkola holeshot, this time with the other Team Honda rider, Lackey, on his tail, and Pomeroy was only a few feet back.

Determined is hardly an adequate word to describe the American riders' attitude toward putting Mikkola behind them. Cutting and squaring turns, ricocheting off berms and diving side-by-side down the steep hillsides, Lackey and Pomeroy passed Mikkola in the first two laps. And Pomeroy, not satisfied with second, took the lead.

This time, Gerrit Wolsink had gotten off the line quickly, and he was next to go knocking at Mikkola's back door. DeCoster followed Wolsink, and on laps seven and eight the two Suzuki teamsters -- Wolsink first -- both passed the Finn who seemed content to pace himself. The top five then tightened up in preparation for a mid-moto dice.

At the halfway point, Brad Lackey suddenly put on the pressure and left Jim Pomeroy behind. Pomeroy had been riding in pain with a shoulder bruise from his first moto endo. He let Brad go, but tried to hang in to run interference for his team mate as Wolsink closed the gap.

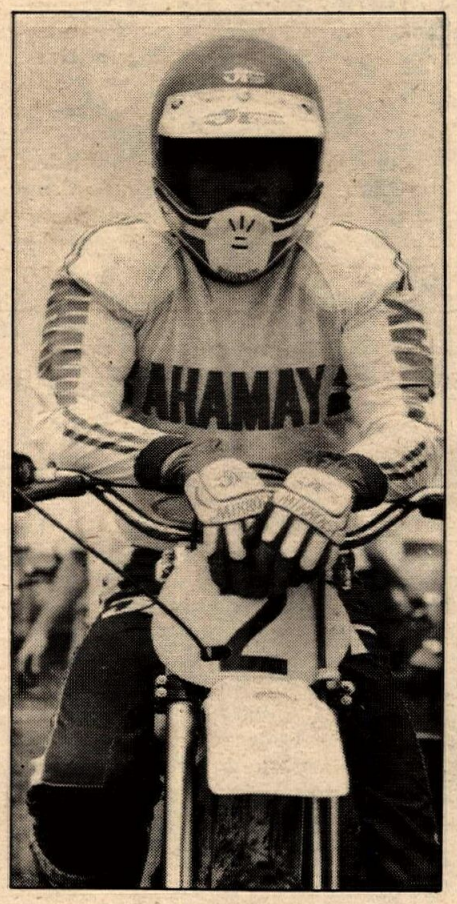
For a while, it worked. Gerrit Wolsink tried frantically to find a way around Pomeroy but Jim held firm as Brad pulled steadily away. Finally, the Dutchman found a weakness in Pomeroy's blocking technique, got by and aimed for Lackey, seemingly determined to make the young Americans pay for their double teaming tricks. Once again, except for Wolsink gaining steadily on Lackey, the action settled momentarily.

Then DeCoster pulled off the track at the mechanics' area.

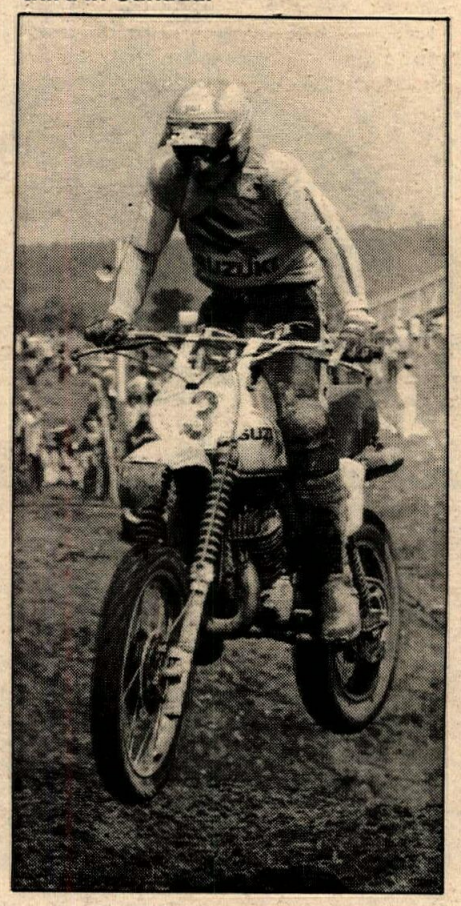
"The brake pedal, it was bent back around," he explained later, gesturing to emphasize the point. Then he shook his head and sighed, "It's not my year."

Over the river and through the woods...Roger DeCoster (on the bridge) puts the pressure on Brad Lackey (headed up the hill) in the first moto on the all-natural-except-for-the-bridges St. Gabriel de Brandon track.

Pre-race nervousness? Or does Heikki really ride an AHAMAY?



The Dutch dentist Gerrit Wolsink backed up his USGP win with a third in Canada.



Jim Pomeroy was fast qualifier but endoed in the first moto while leading.

The bent pedal detained the reigning World Champion for only a matter of seconds, but it was enough to temporarily cost him several places. He made them up except for the one he probably wanted most: Heikki Mikkola's third place.

Near the 28-30 minute mark, Jim Pomeroy dropped out. The shoulder was hurting too much, and he wasn't helping Lackey anymore since Wolsink had passed. The GP points meant nothing to him, so he stopped rather than take the chance of suffering an even more serious injury just before the AMA 500cc National Series restarts.

Gerrit Wolsink closed, pressured constantly, then passed Brad Lackey in one of the hardest fought races of the afternoon. Wolsink's second round win was good enough for third overall behind Heikki Mikkola and Bad Brad Lackey. The rider turnout may have been small, but the racing was extremely intense. No points were given away free.

Support classes

Two Support classes were run in conjunction with the international program. In the 125cc action, Mark Robillard staged a dominant 1-1 victory over Canadians Alland Jaggard and Ian McEachern. Robillard, from Methuen, Massachusetts rode a Husky. Jaggard and McEachern, who finished 3-2 and 5-4, respectively, both rode Yamahas.

Penton's Frank Stacy from New York likewise ran unchallenged in the 250cc segment of the Support program. Two motos were run in each displacement class, one on Saturday and one on Sunday, and Frank topped both of the 250cc races. Second overall was Can-Am rider Charles Desourdy, and third went to Matt Cohen on a Maico. Both Desourdy and Cohen are from Canada. •

Results

1. Heikki Mikkola	1-3	Yam
2. Brad Lackey	3-2	Hon
3. Gerrit Wolsink	5-1	Suz
4. Roger DeCoster	2-4	Suz
5. Herbert Schmitz	4-6	Mai
6. John Banks	7-5	CCM
7. Jaak Van Velthoven	8-7	KTM
8. Hakan Andersson	6-9	Mon
9. Jimmy Ellis	9-8	C-A
10. Christian Ethier		C-A

125cc Support: 1. Mark Robillard (Hus); 2. Allan Jaggard (Yam); 3. Ian McEachern (Yam); 4. Jean Marc Houde (Yam); 5. Jay Kimber (Yam); 6. Duane Skofield (Yam); 7. Peter Adams (Suz); 8. Bill Lampman (Yam); 9. Marcel Daudelin (Yam); 10. Mike Braden (Suz).

250cc Support: 1. Frank Stacy (Pen); 2. Charles Desourdy (C-A); 3. Matt Cohen (Mai); 4. Jorma Rautianen (Hus); 5. Alan Logue (Yam); 6. Pierre Couture (Yam); 7. Ronnie Matthews (C-A); 8. Mike Boyle (Hus); 9. Vlastimil Valek (CZ); 10. Wally Levi (Hus).

Unofficial 500cc World Championship points standings: 1. Heikki Mikkola (205); 2. Gerrit Wolsink (157); 3. Roger DeCoster (156); 4. Brad Lackey (107); 5. Herbert Schmitz (59)

There are no cheers for the next 500cc World Champion:

Heikki Mikkola is a loner

By Chris Meyers of ***Motor Cycle*** (U.K.)

They used to call him the "lone wolf." He spoke no English and shunned all publicity. He traveled the world giving all he had the only way he knew how — riding motocross. But in the crowded hurly-burly of the grand prix circus Heikki Mikkola was a man alone.

Mikkola is the reigning 250cc world champion, and after six grand prix wins on the trot this year the pundits are tipping him for his second 500cc world title.

He's changed somewhat over the years. He now speaks English — the international language of motocross — mixes more, but he still remains very much a solitary figure both on and off the track.

That is part of the reason why this stocky, bearded Finn has never been a favorite with the crowds. Outside of his home country there's little spectator support for him and in West Germany the crowds were cheering on Gerrit Wolsink as he tried to pass the Flying Finn.

Yet once you've met him a few times, Heikki Mikkola opens up and chats freely about any subject you care to mention — provided you approach him on the day before or the evening after the big race.

Heikki can't take idle questions lightly while he is busy preparing for a race. He switches off completely to outside distractions and devotes his entire attentions to the job in hand — and he can deal sharply with distractions.

"It is the one thing that makes me really angry," says Heikki forcefully, "and if people come up to me just before the race and ask me stupid questions I sometimes feel like hitting them. Sometimes I have come near to striking journalists when they bother me!"

Mikkola takes his job very, very, seriously and he approaches motocross with a single minded thoroughness.

"Before a race I am getting prepared in my mind," he says, "my mechanic knows this and we need to talk little. I must not be bothered so that I am in the right mind for the race and I think of nothing else but the race.

"Right now I feel great. And when I feel good I am winning more. But when I feel bad it makes me ride not so well. I concentrate a lot to go well, but until I am winning it is so difficult."

Mikkola will be 32 this month and has devoted his life to motocross, but it's not the only life he's known.

"When I left school I was a young auto mechanic," he recalls. "I studied mechanics for two years and worked at the business. It was useful, but I don't think my family liked it so much. They were happier when I started the motocross!"

He started his riding career on Husqvarna and in the manner he has continued . . . by winning.

"My first race I won," he says proudly, "it was in the juniors. Of course I had ridden a little for practice before. But I learned from racing."

But it wasn't long before his career came to an abrupt halt as he was called up to do his national service.

"It was not so good, but I was glad they put me in the Panzers where I could work on the tanks as a mechanic. It was not motocross but it was often fun and I enjoyed it."

Mikkola did that for almost a year and then it was back on Husqvarna and motocross.

"The government is supposed to call me up for more national service, but they have not bothered me since I first did my training. I suppose it is because I am in my country so little."

He has made motocross his life and works hard at it. Winters are spent training, running and weight lifting — he is supremely fit.

"I like the long races best," says Heikki, "and when the grand prix is over I could always ride again. It is a test of man and machine and if it is hard then that is what I like.

"I like the difficult tracks too, but I like the tracks where it is wide and I can choose a different way. And I like grass, so Payern in Switzerland is very pleasant for me."

When Heikki went to England for the grand prix last year it was for the 250cc GP at Newbury. He beat Russian Gennady Moisseev, but by the barest of margins — one single point.

"I liked the 250cc racing," he says, "but it is good to be back in the 500cc class. I know the riders better and I like the power of the bikes."

Until the winter of last year he had raced nothing but Husqvarna and he had done well.

His first year of any real success in the grands prix was 1970 — he finished fourth at the end of the season, one point behind his old rival Roger DeCoster in the 250cc class.

Next year DeCoster won his first world title in the 500cc class and Mikkola again finished fourth in the 250s. In 1972 Mikkola joined DeCoster in the 500cc class and as DeCoster notched up his second title on the trot ahead of East German Paul Friedrichs (CZ) while Mikkola came in third. For 1973 the Flying Finn went back to the 250s but could do no better than third.

DeCoster was aiming for his fourth 500cc crown in 1974, but Heikki returned to the 500cc class also with the two-year-old 360cc Husqvarna and grabbed his first 500cc title from DeCoster by nine points. Perhaps the Husky wasn't quite so fast as the works Suzuki, but it never once broke down throughout the whole season and for the first time since Sweden's Bengt Aberg won the title in 1970, Husqvarna had broken the Japanese hold on the 500cc crown.

Next year Mikkola defended his title

against DeCoster, but Suzuki had come up with incredible machine — reliable and really fast and the Husqvarna was no match for it.

In 1976 Mikkola returned again to the 250cc class and his second world title. Now in 1977 the Flying Finn has switched camps to the Japanese Yamaha.

"It took me some little while to become used to the Yamaha," says Heikki, "and it was not so easy as I broke my collarbone at Hechtel, Belgium at the start of this year in my first race. So I had to wait for that to be alright, but when you are not racing for seven weeks it is not good for training."

Heikki had a lot of ground to make up but he found his feet in the first grand prix this year in Austria and was well pleased with his third place in the first race and his fifth in the second.

"After Austria I knew that everything was going to be alright," he says.

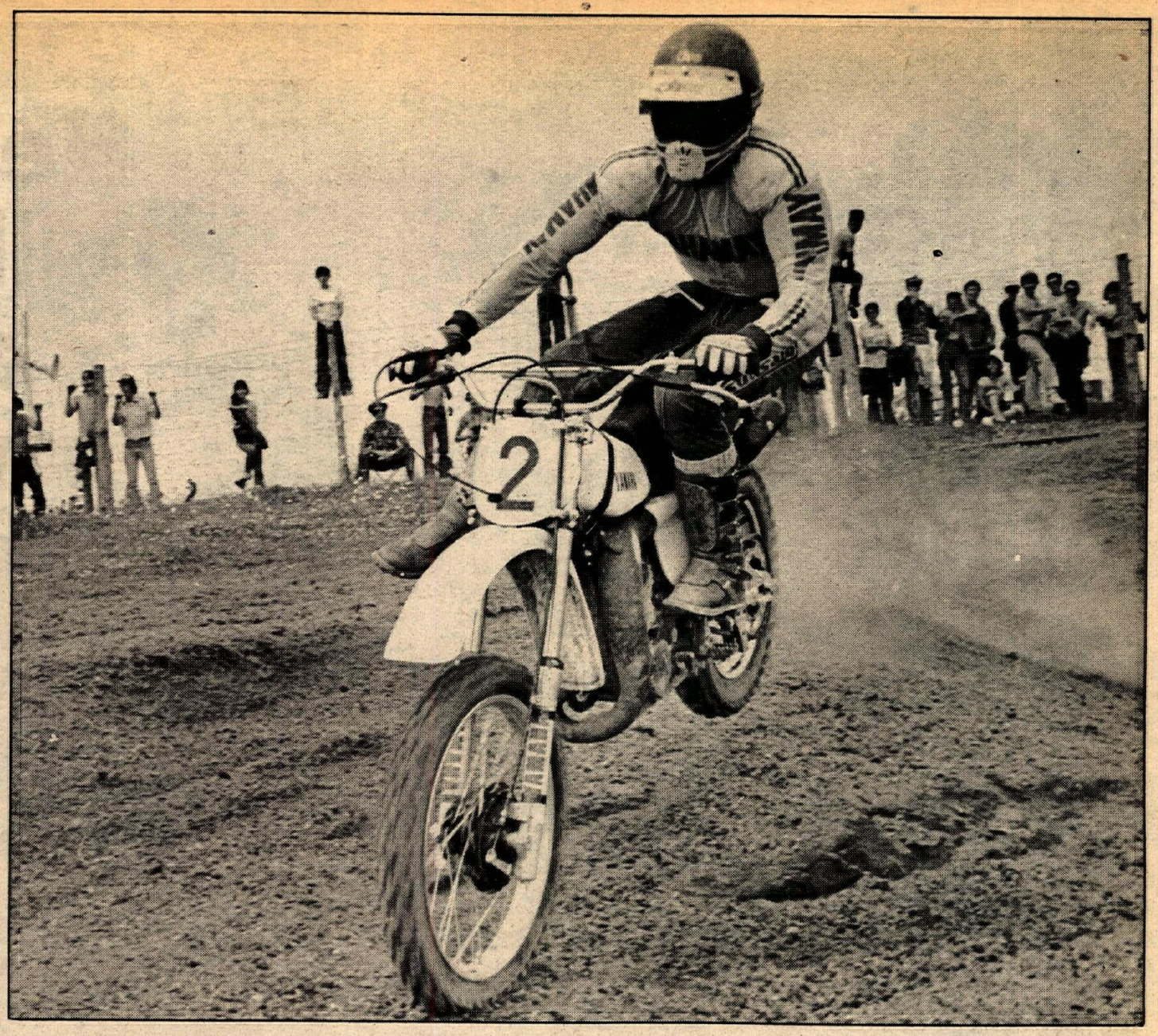
As it was, he won both races in Holland, easily. In Sweden he was a close second to Lackey in the first race and won the second by a good margin. In Finland he dominated the whole meeting and to the cries of the crowd — "Hessu, Hessu" (his Finnish nickname) he romped home to another two-leg victory.

Mikkola went on to win overall in West Germany, Italy, and Canada, for a total of six overall wins out of eight races held to date. DeCoster won the first grand prix of the year, in Austria, and Gerrit Wolsink edged out Mikkola by 15 seconds for the United States Grand Prix win.

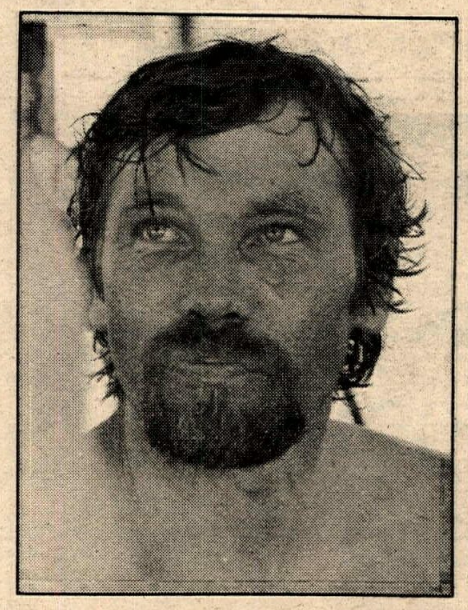
"I was sad to leave Husqvarna last year," admitted Heikki. "I was riding for them since the beginning — that is 13 years. The factory has always been good to me and looked after me. But they cut back on their racing program and that was no good to win a world title."

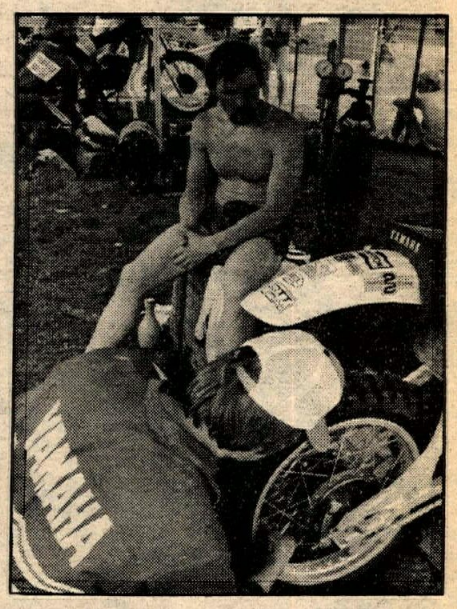
With a world title becoming a real prospect for Mikkola this year the thought of retirement is a distant one, but he has his own ideas of what he'd like to do.

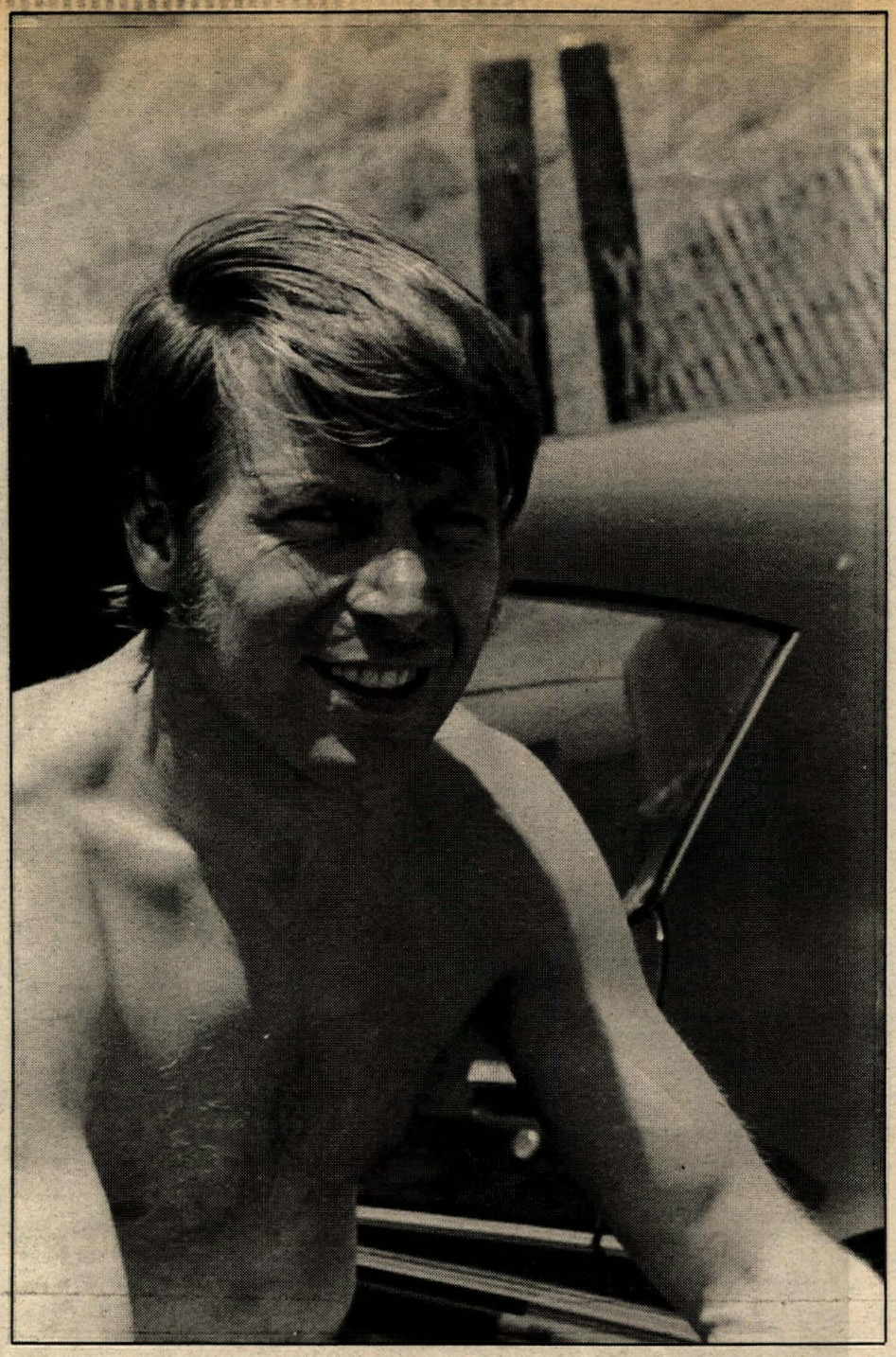
"Already I have a farm where I have forests and grow barley for making beer and it is peaceful there. Perhaps when I retire I will settle down back home with my wife Kanja and my son Antti and daughter Hanna. You know that is what I would like for I would live off the land and no one would bother me. If I did not wish to do anything one day — then that would be my own choice. I have always felt close to the land." ●



(Above) Heikki describes his riding style as "pretty smooth," here at the Canadian GP, both feet are in the air as he caroms around the track. (Right) "The Big One" is in the bag for Mikkola. (Far right) The two Heikki's; Mikkola the racer and Penttila the mechanic. (Below) Heikki sits on the line wondering if he has time to change his jersey right-side-out before the start. (Below right) Heikki gets a tip from Mike Bell on the proper glove selection for the Carlsbad GP.







(Above) "The Man" sets his Suzuki down after a brief flight. (Right) It's impossible to tell that DeCoster's face was ripped open in a spectacular late 1975 crash at the Livermore, Calif. Trans-AMA. Plastic surgery did wonders. (Below) The World Champion always finds time to sign autographs for his fans. (Bottom) Roger D. shares a laugh with Heikki Mikkola, his long-time rival on the track.

World Champion:

The Roger DeCoster Story

Part X: Epilogue

By John Huetter

Roger DeCoster's quest for a sixth World Championship this year has run into an obstacle in the person of Heikki Mikkola. Heikki broke the DeCoster string of 500cc World Championships in 1974, only to lose the title to DeCoster in 1975. DeCoster won the championship again in 1976, when Heikki switched to 250s.

This year, Mikkola, known as the "Flying Finn," has a solid hold on the point standings and is the favorite for the crown. And, in contrast to DeCoster's constant bad luck, this seems to be a year in which Mikkola can do no wrong.

Although he is currently third in World Championship points, Roger DeCoster is still the fastest man in the world on a motocrosser. At this year's United States Grand Prix, Roger posted fastest qualifying time and placed second — and closing fast — behind American Jim Pomeroy in the first moto. In the second, while setting up to pass Brad Lackey, DeCoster centerpunched Lackey when Lackey fell from fatigue, an after-affect of a week-long bout with the flu. The crash cost Roger a sure overall victory, which would have closed the point lead of Mikkola.

Similar instances of bad luck have haunted DeCoster throughout the season. The week before the U.S. GP, Roger was held up by a spectacular first-moto pile-up in the Italian GP. In the second moto in Italy, Roger won easily, with a 27-second lead over second-place Mikkola.

In Canada, Roger placed second to Heikki in the first moto and a bent brake lever in the second round forced DeCoster to stop for repairs in the mechanic's area (while ahead of Mikkola). DeCoster got going again and finished the moto in fourth place, just behind Mikkola.

DeCoster was quoted afer that race as saying, "This is not my year." That is, obviously, a relative statement. Many people would be thrilled with a performance like Roger's this year.

If Roger DeCoster choses to retire after this year, motorcycling will lose. Never before in the history of racing has a single personality been better for the sport than "The Man."

Roger is fluent in five languages, and presents a great image for motorcross wherever he goes.

Roger DeCoster, the greatest motocrosser ever, is a legend in his own time; a living, breathing hero.

The end. ●

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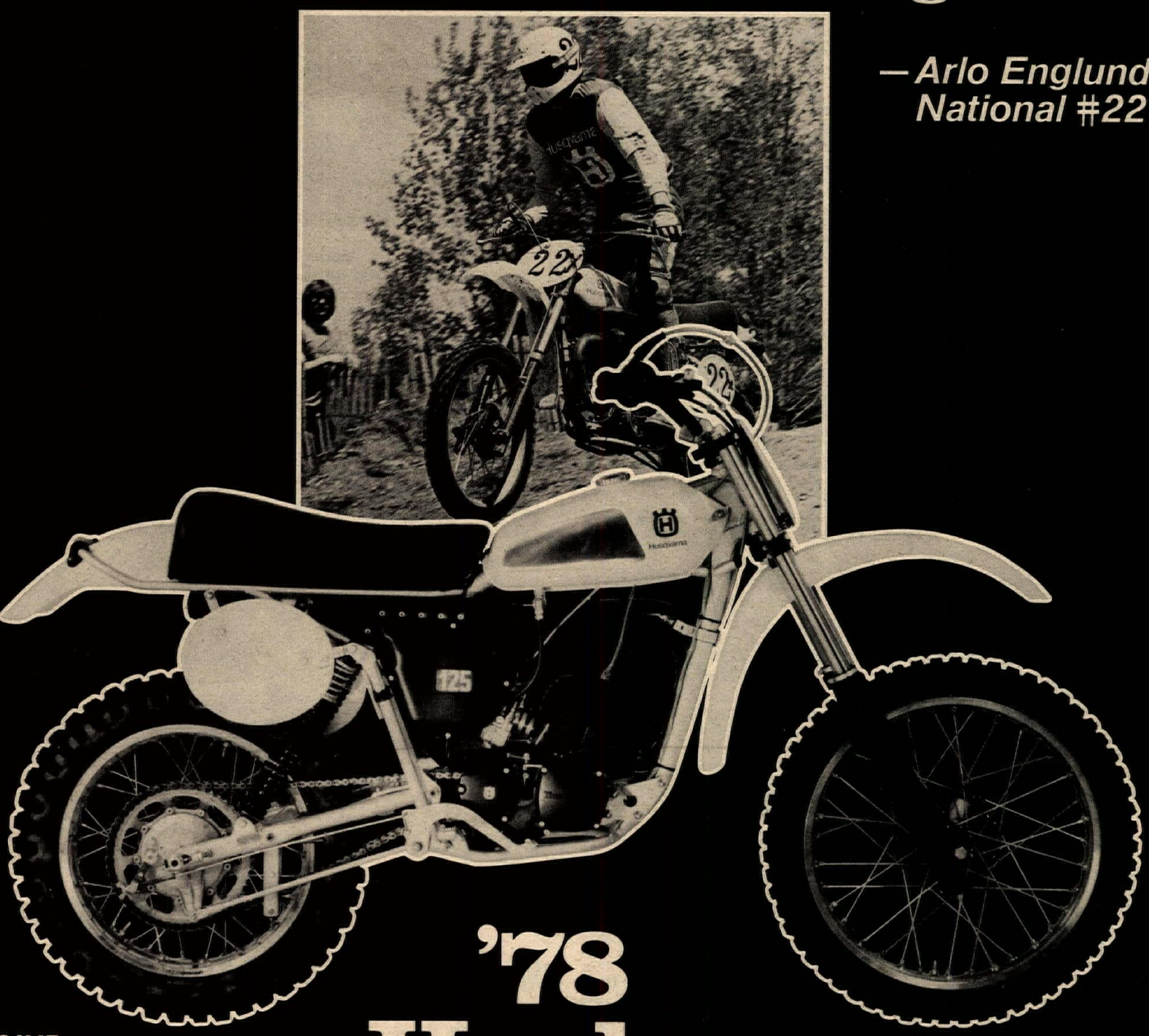
"It's almost like cheating!"

—Arlo Englund
National #22



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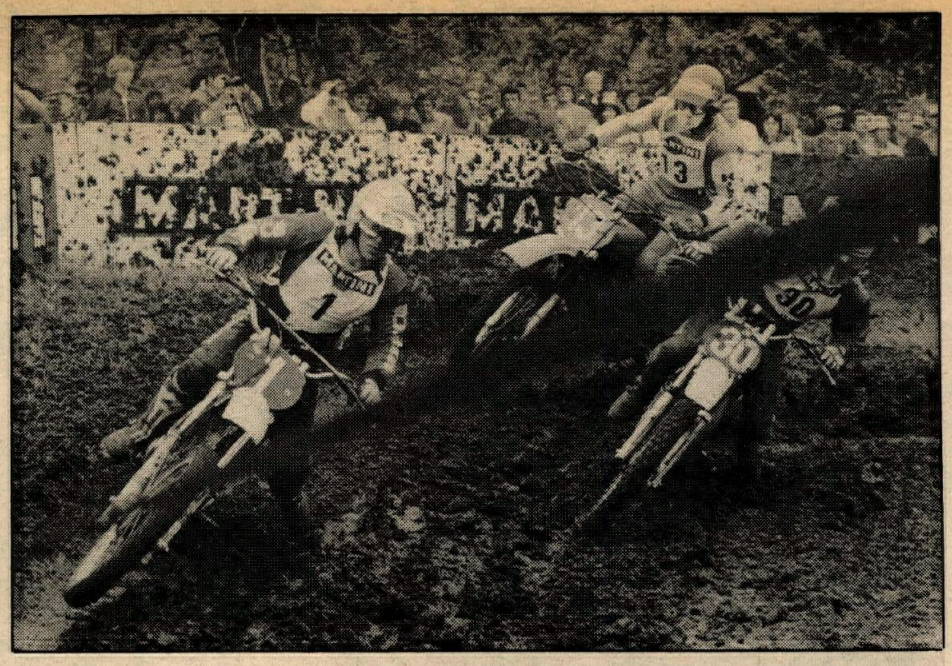
(Above) Hansen leads Malherbe in the second moto. (Below) American Marty Moates gasses it around a tree (Bottom) Moates (at left) stands alone behind the U.S.A. sign. On the right are Russians Kavinov and Moisseev.



(Above) Everts leads Moisseev and Geoff Mayes on the muddy West German course, first moto. (Below) Everts finds himself headed the wrong way after hitting the start gate too hard, too soon. (Right) The beginning of Everts' wrong-way trip. Boven (3) and Baborovski (8) are already taking evasive action.

250cc World Championship MX — Round nine

Moisseev, Kavinov win motos, but Malherbe gets overall

By David Maltais/Asahi Pentax

BEUERN, W. GERMANY, JUNE 19

Russia's KTM teamsters Guennady Moisseev and Vladimir Kavinov both scored a moto victory, each worth 15 more valuable World Championship points to further protect their 1-2 lead in the series standings. But each rider registered, along with his moto win, a DNF. And that left the overall win of the 250cc West German MX Grand Prix to Andre Malherbe, also KTM mounted.

Beuern, 45 minutes northwest of Frankfurt, was the site of the 9th round of the '77 250 World Championship, and 20,000 spectators braved a cool, overcast rainy weekend to watch.

Andre Malherbe qualified fastest in 2:39 flat with Hans Maisch second in 2:40.2 and Vladimir Kavinov third at 2:40.4. American Ossa rider Marty Moates was timed 19th fastest.

When the gate dropped for the first race, it was Bultaco teamster Harry Everts and Britain's Geoff Mayes who made it to the first corner first with Mayes on the outside, edging Everts for the lead as they went off the first jump. Guennady Moisseev, Jean-Paul Mingels and Malherbe tucked in close behind. By the time they came around for the first lap, Moisseev had passed both Everts and Mayes for the lead.

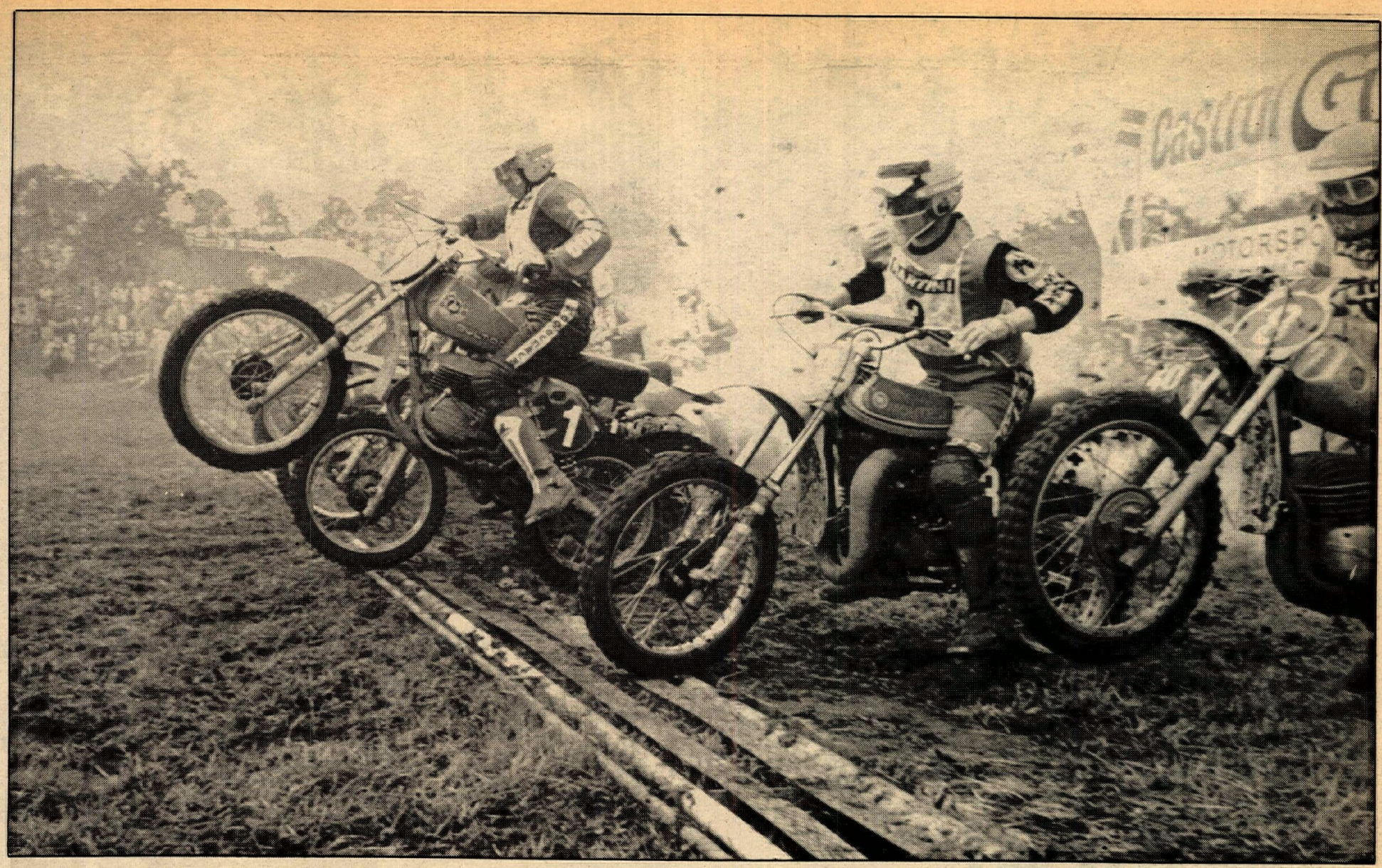
Daniel Pean was the first to retire when his bike drifted out from under him along the high speed, off camber start straight. He straightened the Maico's handlebars and rear fender but got started dead last, completed a lap and pulled out.

Moisseev's teammate Vladimir Kavinov dropped out on the fourth lap while in third place when his gear shift lever broke off. Everts stayed in close to Moisseev the entire race but couldn't gain any ground on the Russian and his factory KTM.

Andre Malherbe moved quickly up through the pack after the first 15 minutes and settled into third place, all alone and unchallenged 10 seconds behind Everts.

Torao Suzuki on a production Suzuki was locked in a battle for four-

(Continued on page 15)



OSSA'S ONTO SOMETHING

Greg Robertson and his new GP III took 1st, 250 Expert

Mammoth, Calif. Motocross

Darrell Shultz and his new GP III took 4th, 250 Expert

Mammoth, Calif. Motocross

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Broc is first at Rio Bravo National

By Jim Gianatsis

PHOTOS BY JIM GIANATSIS

(Top left) Broc Glover dominated the Rio Bravo round of the nationals with two moto victories. In the second moto (top right) Jim Weinert (10) took third just feet ahead of LaPorte. (Above) Steve Wise gets a little help with his goggles on the line. (Below) Bob Hannah and Weinert in action at Rio Bravo.

HOUSTON, TX, JUNE 26

Team Yamaha's Broc Glover was definitely the fastest rider at round four of the 125cc Nationals as he ran away with both moto wins on his Jim Felt-tuned OW27 works bike. But almost as important as Broc's wins is the story that teammate Bob Hannah didn't win. The Hurricane Kid for the first time this season seemed to lack his usual determination to come out on top and finished the day down in fourth overall behind Steve Wise on the Moto-X Fox/Suzuki and Danny LaPorte on his RM-engined Suzuki works bike.

The high placings by Glover and Wise moved them closer to series points leader LaPorte, and with Hannah still in the running as well, the final two races remaining in the 125cc National Championship for this year's title should really provide some heavy racing.

Bob Hannah's problem-plagued day began during practice, which he missed due to bike troubles. His Yamaha was running extremely slow, but was rebuilt and sorted out before the first moto. Bob never learned the tricky Rio Bravo course though...

"I got off the line in 10th, I took an outside berm through a turn to pass some riders and found that the berm came together with the inside berm. I bailed into the rider on the other berm," said Hannah later.

When Hannah picked himself up he was dead last, but got cooking to move up to fifth before the race ended.

Meanwhile, Broc Glover had stolen the holeshot and done a disappearing act ahead of Mark Barnett, Jeff Jennings, Wise, Richter, Joyce, Danny "Magoo" Chandler with bent shifter problems, and Danny LaPorte. Steve Wise was on the gas all day as he moved his trick Cliff White built Fox/Honda up into second for the home state crowd. Barnett held on to third with his CIB Suzuki, Jennings dropped out from exhaustion in the high 90° summer heat, and LaPorte took control of fourth place. Richter might have held on to fourth spot, but tried to catch Barnett near the end of the race and fell three times in the process to end up sixth. Jimmy Weinert retired his Kawasaki from the moto with a blown crank seal.

Broc wheelied his way through turn one with the lead of the second moto as well, but this time Steve Wise was close behind. Danny LaPorte and Koji Masuda tangled in the first turn to leave them in last place. Danny remounted to put on the most spirited ride of the day as he blasted his way back up through the pack to pass nearly everyone, including Hannah, for fourth spot at the end of the race. Weinert and Hannah tangled handlebars for about six laps midway through the race, then Bob faded back to fifth place as Weinert moved up to take third ahead of LaPorte.

Meanwhile up front, Steve Wise's strategy was to tail Glover for most of the moto running four-five seconds behind "Broccoli." With five laps to go Wise began his move to reel in on Glover and take the overall win for himself. Broc got "pitboard" signals from Felt that Wise was closing.

"I thought, 'Oh God he's gonna start pushing.' I tried to go quicker and after a few laps I saw he had dropped back," Broc said.

"I just got too tired," said Steve afterwards. Broc was tired as well, and if Steve only had the strength to push for one more lap he might have put a privateer in the winner's circle.

Support

The 250cc Support class was a runaway for Pennsylvania's John "Action" Ayers as he took Bob Hannah's old practice bike to victory in both motos to give Yamaha a clean sweep of the day's races. John was penalized a lap in the second moto for jumping the flagman (the starting gate broke early in the day), but the decision was later changed because, as John put it, "There's no way the referee could look at the riders and flagman at the same time to determine accurately if someone jumped." Texas hotshoe Roger Brown posted second both motos on his Penton for second overall ahead of John Calathes (Mai) from Florida. ●

Results

125cc NATIONAL: 1. Broc Glover 1-1 (Yam). 2. Steve Wise 2-2 (Hon). 3. Danny LaPorte 4-4 (Suz). 4. Bob Hannah 5-5 (Yam). 5. Mark Barnett 3-9 (Suz). 6. Warren Reid 7-6 (Hon). 7. Pat Richter 6-7 (Yam). 8. William Joyce 10-8 (Suz). 9. Jim Weinert *-3 (Kaw). 10. Ron Turner 12-11 (Suz).

* Didn't finish in top 20.

250cc SUPPORT CLASS: 1. John Ayers 1-1 (Yam). 2. Roger Brown 2-2 (Pen). 3. John Calathes 5-3 (Mai). 4. Andy Kirker 4-4 (Yam). 5. Dickey Nowell 9-5 (Yam). 6. Paul Turner 7-7. 7. Monte Anderson 10-9. 8. Mike Crumet 15-8 (Mai). 9. Tom Rutledge 14-12 (Suz). 10. James Fastle 16-13 (Pen).

(Continued from page 12)

th with factory Kawasaki mounted Torleif Hansen. Even though Torleif was right on Torao's rear wheel for the second half of the race he couldn't find space to get by. Torao held it wide open in his typical berserko style.

Five laps from the finish, Jean-Paul Mingels was forced to retire when his Montesa suffered a flat rear tire while in eighth place. Moisseev finished the 18 laps in 46:01.2 with Everts pouring it on in the last few laps but coming up three seconds short of catching Moisseev at the flag.

Malherbe finished third in 46:13.7 with Suzuki and Hansen carrying their fierce duel right to the flag less than a second apart. Riders who had started out with the leaders fell back with crashes on the slick muddy course. Jean-Jacques Bruno dropped back to seventh and Mayes went from leading the race to 14th place.

Marty Moates dropped from eighth place to finish 23rd when he had to swing wide to avoid hitting Montesa mounted Raymond Boven who was in trouble and ready to crash in front of him. Marty's Ossa went out from under him but it pinned his leg under the bike and he had to wait for someone to lift the bike off him. It was pinned in such a way that if he had moved the leg or twisted it he might have damaged it.

Drama started in the KTM camp before the second race got under way. Moisseev was checking his bike over in the parc ferme when he realized his rear tire was low on air. His mechanic rushed up with a pump and attempted to fill the tire. The air only kept him in the race for 15 minutes until the tire went flat again, and Moisseev was forced to retire and spectate the rest of the race.

The start of the second moto was also a panic for the Bultaco camp as Harry Everts hit the gate too soon, too hard. The gate dropped and Harry's off balance momentum pitched his Bultaco sideways and it spun around facing the opposite direction of traffic. He got going last, racing hard to catch up with the leaders but was forced out of the race when the gearbox broke only 15 minutes into the race.

Torleif Hansen took the lead on the first lap and moved out with an unchallenged pace. Andre Malherbe was lying second until Kavinov passed him at the halfway mark with the top 10 spaced out with only Moates, Mayes, Mingels and Sundstrom engaged in close racing.

Hansen looked clearly the winner as he knocked off lap after lap. But then, with a 20 second lead and four laps to go, his Kawasaki suffered a rear puncture and he began to slow down as he wrestled with the unmanageable green machine. Kavinov caught and passed Torleif with two laps to go and Malherbe also got by on the last lap with Torleif still pressing and just barely holding off Baborovsky at the flag. Only one second separated them.

Suzuki was forced out when the connecting rod on his Suzuki snapped while taking a series of three uphill jumps. Boven finished out of the points with a crash that put him down in 12th and Bruno dropped to 18th with a crash and flat rear tire. Marty Moates was happier this time with an eighth place finish for GP three points. ●

Results

1st Moto: 1. Guennady Moisseev (KTM); 2. Harry Everts (Bul); 3. Andre Malherbe (KTM); 4. Tarao Suzuki (Suz); 5. Torleif Hansen (Kaw); 6. Hans Maisch (Mai); 7. Jean-Jacques Bruno (KTM); 8. Jaroslav Falta (CZ); 9. Raymond Boven (Mon); 10. Antonin Baborovsky (CZ).

2nd Moto: 1. Vladimir Kavinov (KTM); 2. Andre Malherbe (KTM); 3. Torleif Hansen (Kaw); 4. Antonin Baborovsky (CZ); 5. Hans Maisch (Mai); 6. Rolf Dieffenbach (Kra); 7. Neil Hudson (Mai); 8. Marty Moates (Oss); 9. Geoff Mayes (Kaw); 10. Jean-Paul Mingels (Mon).

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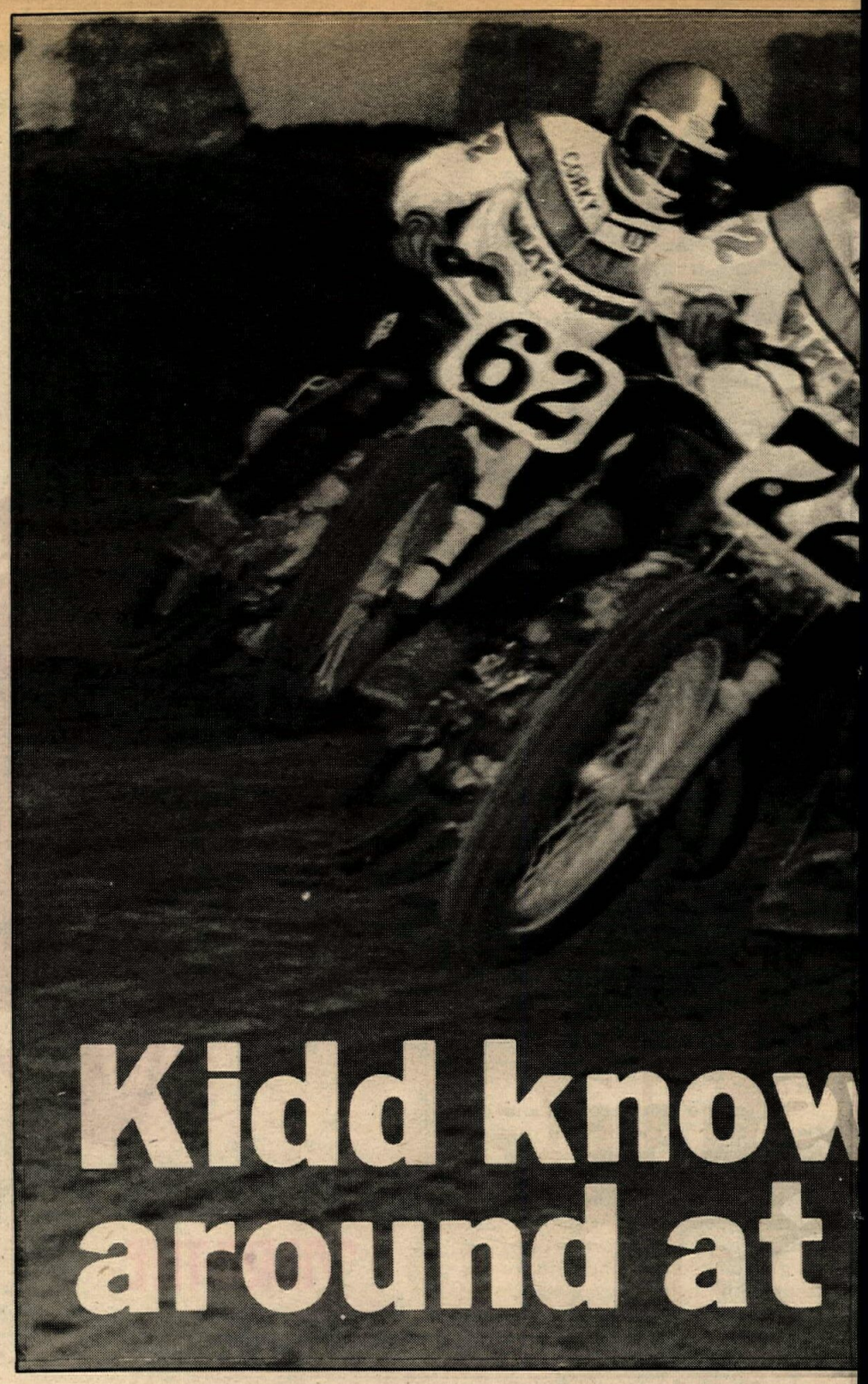


Mike Kidd (72) leads Corky Keener (62), Ted Boody (12) and Kenny Roberts (2) o

Second Straight Camel Pro Series Victory

By Dale Brown

SAN JOSE, CA, JULY 2

Aboard a Mert Lawwill Products Harley-Davidson XR750, Texan Mike Kidd led from lap three to win the AMA Grand National/ Camel Pro Series half mile at the Santa Clara County Fairgrounds in San Jose.

The victory was the second in as many weeks for Kidd, who also won the half mile at Columbus, OH. It also reversed some earlier bad luck for Kidd, who led 21 laps in the San Jose mile in May before bowing out due to mechanical problems.

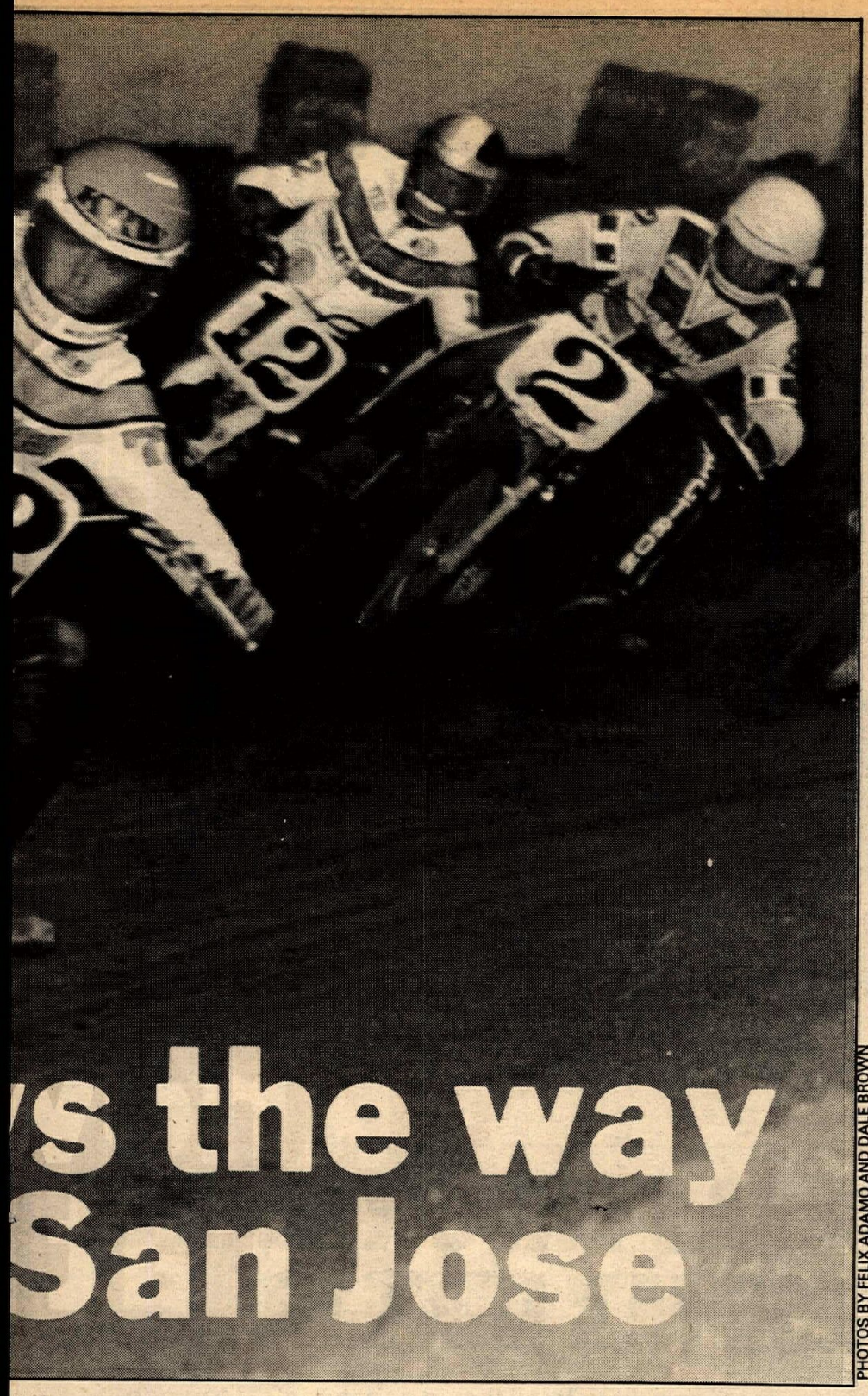
In second and third were Ted Boody and Jay Springsteen, both factory Harley riders. Springsteen maintained his Camel Pro series lead by nine points over Boody and widened the gap over Yamaha's Kenny Roberts, who finished sixth. Steve Eklund and Hank Scott finished between Springsteen and Roberts.

Time Trials

Steve Eklund led all the qualifiers with a 26.48-second clocking, edging defending National Champion Springsteen, who flashed past the timers at 26.55. It was reported later that Eklund almost waved off the lap that ended up the fastest and was told by a fellow racer that officials *had* accepted the partial motion, causing Eklund to dash back to the track with only minutes left before the close of time trials.

Heats

As an omen of things to come, Kidd, who had qualified fourth fastest, won the first heat. Gary Scott, winner of the May mile, ran second early in the race, but first Eklund,



's the way San Jose

PHOTOS BY FELIX ADAMO AND DALE BROWN

the first lap.

then Mert Lawwill (Kidd's sponsor) moved past Scott. The first three from each heat transferred directly to the National; fourth through ninth went to the semis. Kidd's time was a new San Jose record: 4.20.14, five seconds and two m.p.h. faster than the other heat races.

Keener and Springsteen battled in the second heat, with "Springer" leading the first several laps and Keener getting by in the first turn. Pat Marinacci held third for two laps, but Skip Aksland got by for the last transfer.

Hank Scott, riding the Shell-Thuett-tuned Shell Racing Specialties Yamaha, led almost all the way to win heat three over Mike Collins and rookie Randy Goss on a Vista-Sheen Harley.

Steve Morehead, aboard the KK Supply/KK Insurance Harley, led the first four laps of the last heat, with first Rick Hocking, and a lap later, Ted Boody and Kenny Roberts in tow. Boody got by quickly but Roberts and Morehead battled over second until the closing laps, when Roberts finally nosed by for second. Hocking was nudged from fourth by Chuck Palmgren.

Junior Invitational

Eddie Lawson was easily the fastest of a dozen junior riders invited to take part in the evening's festivities. Lawson was the only rider to crack the 27-second marker, and his times would have put him in the top 17 among the experts.

However, in the race, Lawson got a horrible start, running about sixth after one lap. Richard DeLacey (Yam), Danny Hogue (H-D) and John Tavis (Tri) were leading the parade. Lawson (Yam) moved up to fourth on the next lap, then in an amazing move, went to second in one sweep in turns one-two. Going into turn one, he split through Hogue and Davis with only inches to spare and made the pass complete exiting turn two. A couple of laps later, Lawson was in the lead to stay and stretched it out over DeLacey. Don Bailey (Yam) moved from ninth on the opening lap to third at the end.

Semis

Only the winners of the two semis transferred to the main. In the first round, Gary Scott went wire to wire for the victory, outdistancing Pat Marinacci and Lowell Moural. Moural passed Randy Skiver a couple of laps from the flag but it was only good for the same thing Skiver got — a place in the trophy dash.

It took three attempts to get the second semi underway. The first one

(Continued to page 18)

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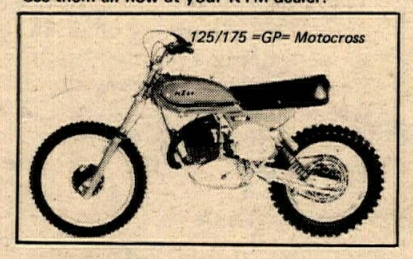

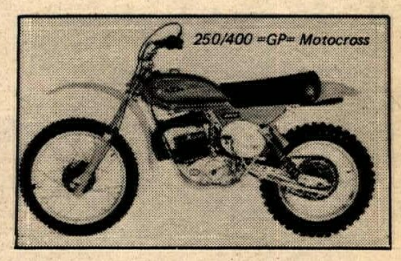

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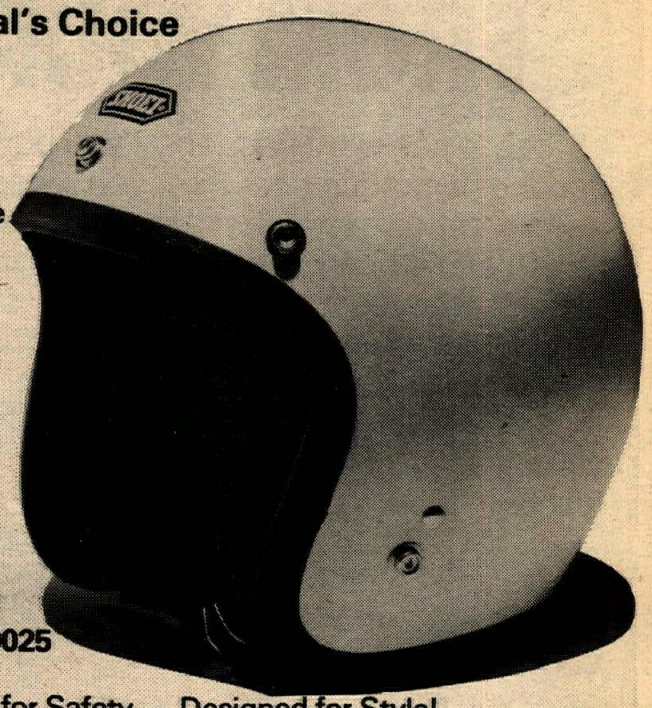

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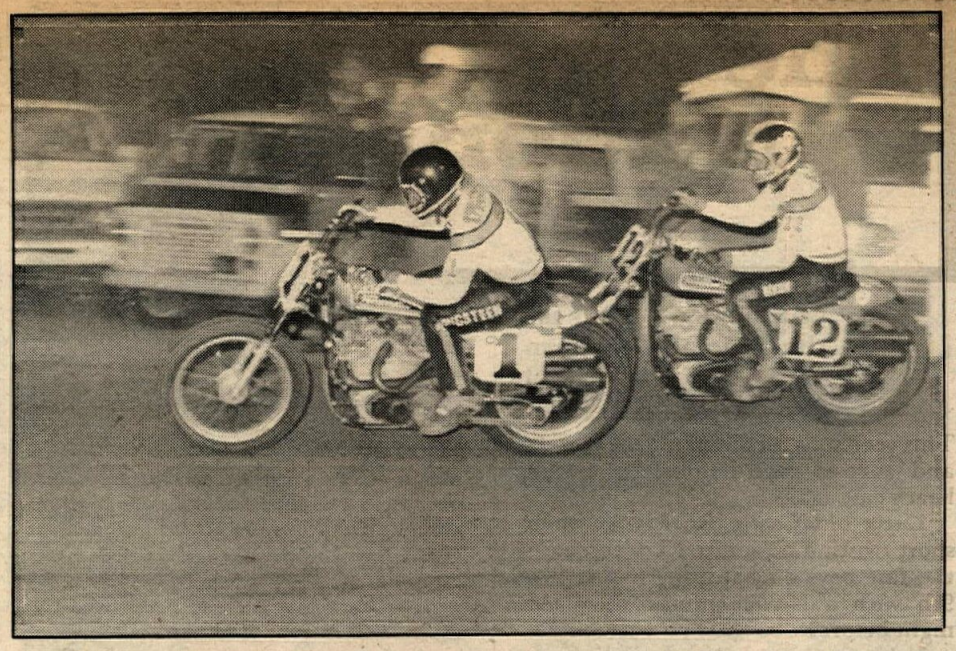
Mike Kidd gets the champagne shower as Lynn Griffis looks on.



Springsteen leads Boody onto the back straight. Boody got by for second place.

(Continued from page 17)

was red-flagged because Chuck Palmgren saw a line official raise his hand just before the light went green. Palmgren stayed while the others went en masse for the first turn. But the official had raised his hand for somebody jumping the light and the race was red-flagged and restarted.

The second attempt also lasted one lap. Rex Beauchamp and Randy Gibbs went down in turn one and slid into the haybales. Both made it back to the start line.

Each time Bob Sanders had pulled massive holeshots and the third time was no different. Beauchamp and Palmgren were leading the rest of the pack. They wasted no time in passing Sanders and pulling away from the pack, with the exception of Canadian Doug Sehl, who also passed Sanders.

Beauchamp was lucky to be racing at all. The person responsible for delivering Beauchamp's Harley had gotten less than 100 miles from the Texas shop where he had stopped for parts when the timing chain in the van slipped, doing a number on the valves. Beauchamp had already flown to San Jose and was offered the use of a Ron Woods Norton. After three laps of practice and one heat race, he won.

Trophy Dash

Palmgren, who missed a transfer to the National by one position in his heat and semi, won the Hoy Odom Memorial Trophy Dash, besting Sehl and Hocking. Palmgren, who is never seen off the track without his dinged-up hat, rides a Dan Gurney-sponsored Harley. He passed Rick Hocking going into turn three and led from there, although Doug Sehl, who also passed Hocking, closed slightly near the end. Palmgren set a new record, 5.20.56, for the 12-lap event.

20-Lap National

After the field had been thinned to 14 riders, the National was ready to start. The track, slippery to start with ("We're having trouble hooking up," said Springseen after time trials) despite the morning rain, had developed a fairly wide groove. Two of Harley's three-man "Michigan Mafia," Springsteen and Keener, jetted off in the lead, with Kidd getting underway in fourth.

By lap three, Kidd passed Springsteen coming off the back straight into turn three for the lead, with Keener now in third, Hank Scott fourth and Ted Boody fifth. A couple of crashes during this period dropped three riders from contention. First, Gary Scott and Skip Aksland tangled and went down; Aksland was out of the race and Scott was running last, doing wheelies all the way down the front straight. Mert Lawwill, who had gotten started in last place, spun out and decided to retire.

Kidd firmly emeshed himself in the lead, while Hank Scott and Springsteen were having quite an argument over second place. In the

(Continued on page 39)

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The National Papers

It's time once again for the crucial "Western Swing" of the Camel Pro Series Nationals. This year calls for a half mile, two TTs and a road race before the circuit heads east again.

Little old Castle Rock with their short twisting no-jump TT track hosts the fast boys on Saturday night, July 9th with a Novice/Junior show the night before.

Not too much is heard from Oregon's Chuck Joyner each year until the Castle Rock event, where he has scored three wins and a second place finish in the last four years. He also rides a Triumph annually which could give the British their second brand win of the season, backing up John Hateley's Houston win on a Triumph earlier this year.

Like last year, Joyner has been out of the headlines thus far, but don't bet against him up there on the ninth until sombody actually beats him.

Gary Scott will also take out his trusty old Triumph that won for him at least once last year and helped him score a bundle of National points in '76.

Jay Springsteen is back in the points lead and won his first National TT a few weeks ago. But Springsteen, like Kenny Roberts, has never set the world on fire on the smallest track run on the Camel circuit. Nobody really knows why.

Castle Rock will again play to an overflow crowd, rated the most vocal in the circuit. They come in droves hours before the first machine is even on the track for warmups. The beer stands break records each year and they all go bananas when an area rider (Washington/Oregon) puts it on one of the many touring professionals making their one and only appearance in the Northwest.

The following week it's a new two-day road racing event at Sears Point Raceway, located at the top of the San Francisco Bay area. If the event is anywhere near the show of the recent Loudon, New Hampshire type then west coast fans are in for a real dollar's worth.

Gary Nixon appears back on the beam once again, but still looking for his first National win since 1974. Skip Aksland is running hotter and hotter and getting closer with each road race. Roberts defeated these two by less than two seconds at the end of 75 miles at Loudon, which has to rank as one of the best and closest road race finishes of anytime in the U.S.

Californians also get to see the New England road racing champ, Mike Baldwin. Mike went into the record books at Loudon and may never come out, or be topped for his performance. All he did was crash three times in less than 24 hours — *in three different classes!*

Now brother Baldwin is a better road racer than his Loudon performance implies. but he just tried to beat them all and win them all by going too fast in one race, too late in another and only the good Lord knows why in yet another.

Baldwin is the guy who ran the wheels off Barry Sheene at the Long Beach Grand Prix until he ran out of gas. Sheene later refused to believe that this unknown was on the same lap, but he was.

Roberts, of course, will be rated the favorite at Sears Point. He may even ride in the 250 final on Saturday to give Nixon either an education or at least some stiff competition.

Either way, it's two days of fast racing on a very visible and tricky up and downhill course. Big bikes, lightweights, novices, production bikes and sidecars. The track is just east of San Rafael.

The final appearance in July for the big buck riders takes them to their annual outing at Ascot Park for the TT National on Saturday night which follows the Friday night non-National half mile for expert, junior and novice riders. The oval was last used for the bikes in April and plenty of riders need points, dollars and experience before the last big one of the year comes up in early October.

The Ascot TT National has belonged to Scott these past few times. He has won it on a Harley and he has won it on a Triumph. Who knows what Gary may show up with on July 23rd?

The Camel halfway payoff takes place during the Western July swing. It means that the riders who are in the top 10 in the National standings during July get a big cash bonus. Scott needs the points right now to stay in the run for the Grand National title. Roberts and Springsteen will be nose to nose and Ted Boody, along with Steve Eklund, will be right in the hunt for the top spot.

Eklund will surprise during the month of July, even though he can't compete in the National class at Sears Point. The same for Springsteen and Boody. This again gives Scott and Roberts another "Bonus Race" to score points and keep it close in the run for the Camel money that will be paid the night of the Ascot National at another of those famous Camel cocktail parties.

If Roberts is hot and really on he can close right up on the all time win record of 28 held by Bart Markel. It's about the only record not held by the man from Modesto who can close in July and break the mark when he returns in late September and early October for the final Nationals of the year.

By the time the racers get to Ascot on the 23rd the point race will be as close as it may be all season with at least five riders a few points apart.

Last year Springsteen won the Ascot half mile, becoming the first non-Californian to ever win. The Ascot TT still has an all California winner's list, its last exclusive and yet Roberts has never won it even once.

Last year Scott went into August leading the standings and ended up second. July is the midway month but perhaps the most important when it comes to making the honest bid, or just plain playing catch up. ●

Bob F. Read

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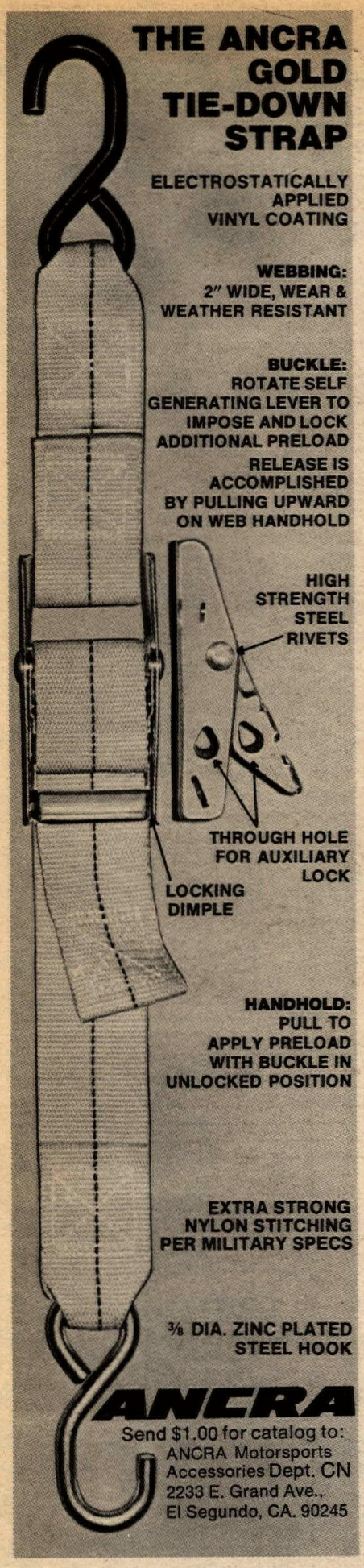

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PHOTO BY CHUCK BURRIS

(Above) Greg Blackwell holeshot AMC Open Pros. (Below) The pit board tells Mike Bell he's in the lead. Bell won twice at CMC Saddleback. (Bottom) Tim Tolar leads another rider at Saddleback.

PHOTOS BY PATTI TROTTER

Rhyan, Tessitore and Miller win at AMC Carlsbad MX

By Chuck Burris

CARLSBAD, CA, JULY 3

Greg Blackwell got the first holeshot of the day in the Open Pros, but Steve Rhyan (KTM) quickly took over. Dave "Works" Miller (Yam) hooked onto Rhyan's rear fender and they took off. Rhyan slowly began to pull away; Miller and Blackwell held down second and third. Just as it looked as though there was no way Rhyan could lose, his bike seized, leaving Miller the win with Blackwell second, and Doug Boyd (Suz) third.

In the second moto Rhyan could not show and Miller took another win. Blackwell took another second and this time Top Shelf Restaurant rider Dan Steele took third.

In the 250 Pro division, Rick Asch (KTM) took the holeshot in the first moto and at the end of the first lap he had a super lead. He kept stretching it out 'til it was about 10 seconds. Rhyan was caught back in the traffic but finally broke through and just started flying. He reeled in Asch in about five laps and passed him on the back of the ledge. Rhyan worked up to an eight-second lead at the finish, with Asch second and Steele third.

In the second moto it was Asch again with a holeshot and a runaway. Rhyan just worked up and picked off Asch and rode away to an easy win. This time Aaron Bassett (KTM) finished third behind Asch.

In the 125 Pros, Jim Gibson (Bassett) got the holeshot and just ripped it all the way for the win. DG rider John Tessitore finished second while Kurt Sofka (Yam) took third. Despite many bike problems, Scott Anderson finished fourth.

In the second moto Anderson and Gibson did not show, so Tessitore took the win with Sofka second and FMF rider Corki Moore third. ●

Lunde, Bell, Bell at CMC Saddleback MX

By Patti Trotter

ORANGE, CA, JULY 3

Moto one of the 125 Pros saw R&D Rocket Brian Myerscough shoot off the line and around the first turn for an early lead. FMF Honda-mounted Cliff Lett smoked around the course in second place for the entire race. Vince Van Hook (Yam), Brett Meyer (Yam), and Mike Johns (Suz) were heading Marty Miller (Suz). Miller was doing a great job of catching the leaders but as he was coming through the straightaway his machine looped sending Miller to the ground, then to the hospital for X-rays. Gregg Toyama (FMF) got started in 10th and worked his way into fifth by the end of the sixth lap. The leader , Myerscough, suddenly dropped off his pace, his machine sounded bad as he passed by and after the race he said the engine was seizing so he slowed down and rode to finish, not win. Meyer systematically bumped each of the riders to take over first and the win. Tony Gomez (Suz) came from nowhere to pass Andy Kirker (Pro) and Vince Van Hook and capture fourth. Crossing under the checkers in the first places were Meyer, Lett, Tim Lunde (Yam), Gomez and Van Hook.

In the second round, Myerscough exploded off the gate and ran away and hid from the other 20 riders. Lett again rode a strong second with Gomez and Toyama in command of the next positions. Gomez was out in the next lap; Toyama out in the next with a fried engine. Lunde took over third with Hakamata, Meyer, Maeda, and Van Hook next. Most of the excitement in the race came from the second/third position dice, Lett looked like he might possibly take the overall win and the lion's share of the cash. In the next lap, with less than two turns to go, Lunde got a wheel under Lett causing a boggle on Lett's part and Lunde took over second and the win.

The first 250 moto had Tim Lunde (Yam) come blasting around Webco Hill with Jeff Vidic (Yam), Jim Domann (Yam) and Tim Tolar (Yam) right on his knobby. By the time the first lap was halfway over Mike Bell (DG Yam) blasted by all but the leader and he took care of him on the next lap. As Lunde and Bell went into the back section of the track Lunde was still ahead, but as they came over the fly-away, Bell bumped him and then just dialed it on for another win. Jeff Vidic was pretty well locked into third with Tim Tolar trying to stay ahead of Gary Jones (AMX). Jones really had the track wired and was taking advantage of all the super lines. Jones flew over Tolar as they came out of the gully, he was now in fourth and beginning to push Vidic. Alan Smith (Hus) came from a ninth place start to finish in the top five.

Domann got the holeshot in the second 250 Pro moto. Bell was the leader by the time the riders came up the hill to the scoring tower. Lunde had second, Domann third, then Clark Jones (Mai), Vidic, Wes Sutton (Mai) and Alan Smith followed. Jones gave Domann a nudge and then Smith swooped by both of them to roost into third. Gary Jones kept advancing a little each lap but crashed and was out for the remainder of the race. Vidic, Sutton and Tolar followed Bell, Lunde, Smith and Jones over the finish line.

When Robert Marino (Yam) took off for the first 500 Pro race it looked as if he was bound for glory but Bell had other ideas and by the time the two riders came into the turn on Webco Hill, Bell clanged Marino for the lead, which he never gave up. Bob Elliott was the third place rider. Luke Messer (Mai) and Mike Loper (Yam) had control of fourth and fifth spots. Jon DerHammer (Mon) moved into fourth only to be disappointed with another machine failure. DerHammer will be riding a Can-Am next week. Martino dropped out with a broken chain. Messer managed to get by Elliott for second. Doug Sherman (Mai), Dale Anderson (Mai) and Randy Blevins (W/M) finished next.

When the gate dropped Elliott was off first in the second Open Pro race. Again Bell did it...he took over the first place spot before the end of the lap. Randy Blevins nailed down second with Elliott trying to get by. Coming over the whoops in the back section, Blevins and Elliott were involved in a crash as their bikes got tangled together. Neither was hurt badly; Elliott continued but Blevins opted to sit out the race. Messer was now second, Sherman third, Elliott fourth and Randy Rodriguez (Mai) fifth. Elliott worked his way back into third leaving Rodriguez and Bob Rutten (Hus) to finish after him. Bell took home most of the cash.

Results in Results Section. ●

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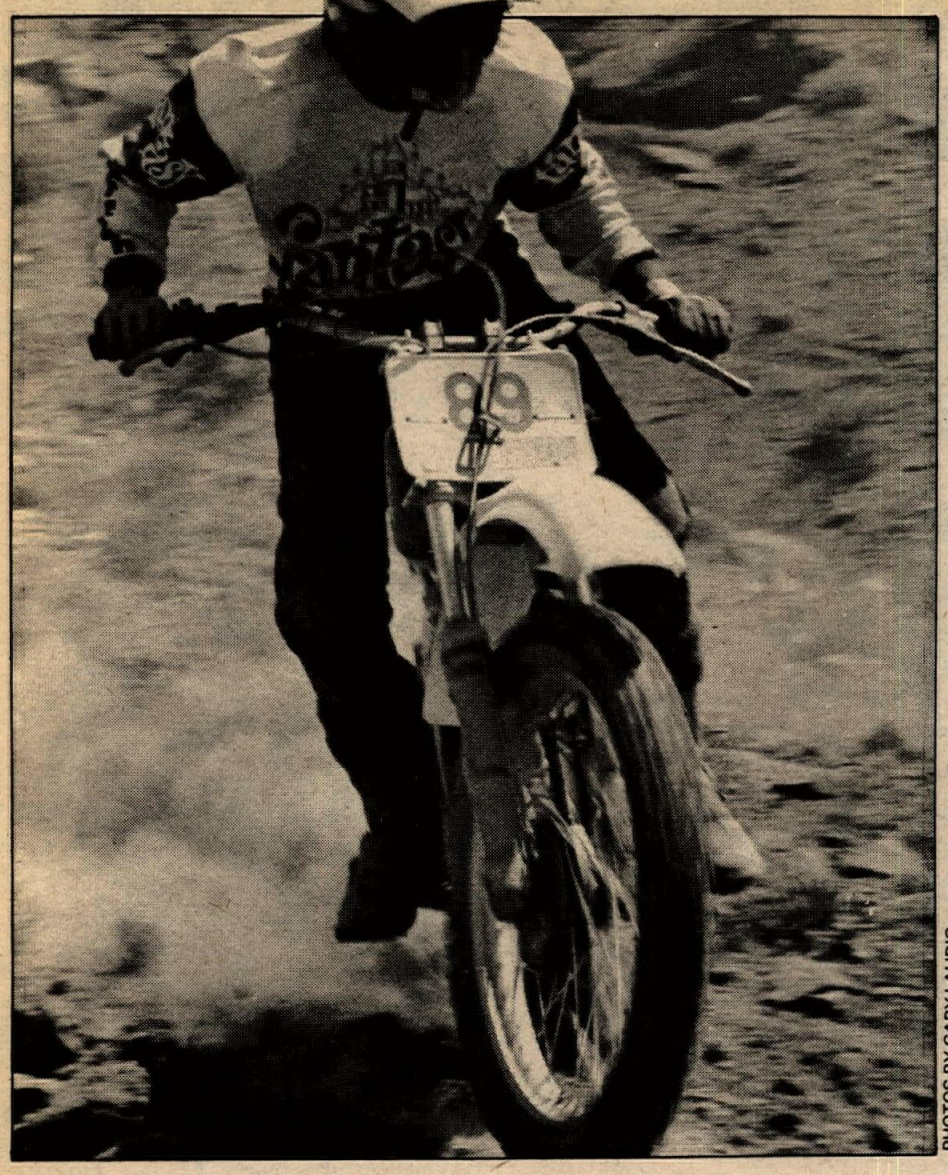

PHOTOS BY GARY LAUDIG

(Left) Open Amateur Ron Irby was very stylish — especially considering the rocks, dust and 109° F heat. (Above) Antelope Rambler Garry Conner gets a little bit out of shape.

Roeseler grand slams D-37 dual European scrambles

By Gary Laudig

CUDDEBACK, CA, JUNE 25-26

Saturday

Larry Roeseler won four, Tom Brooks broke, and Bob Rutten got the holeshots, a flat and two second place finishes as the Desert Vipers European Scrambles proceeded on schedule despite numerous course changes caused by the Bureau of Land Management and one by Earl Roeseler.

The first event featured the Beginners at course two. This race bunched every size, shape and displacement. Open Senior Bud Conner led the young 'uns to the bomb and beyond as second place Dave Symons stayed clear of Bud's dust. In third spot was trail bike rider Ken Guyett, followed by the first 250, Troy Swafford. After the course ran through some really fun rolling territory new leader Mark Cates found out the fun never lasts as he found himself bouncing down a nasty, tricky fireroad towards home. Loop two (the last) saw some dropouts due to bike failure (nobody crashes in the desert). Former second-place rider Dave Symonds, Kevin Stone, Chris Nelson, and Terry Tingle were among the dropouts. Mark Cates took the checkered followed by Kevin Stone and first 250 Troy Swafford. Second C bike went to Harry Ciesznski; third to Ben Gonzales. Second heavyweight went to Mark Nelson, second 250 to Gary Swafford with Rich Parcells taking third. The trailbike honors went to Jeff Price. Second was the former leader Ken Guyett.

The sun made its presence known by 11:00 a.m. On course number one, the Trail Experts and Amateurs eyed the banner as did the novices on course number two. Leading the experts to the bomb was Charlie Hamill, followed by Rusty Blake, Mike Cartledge, Pete Andelman, Paul Christensen and first amateur Torsten Corum.

Hamill had a super lead when he reached some steep loose red dirt and rocky off camber uphill. Thinking the hot line was to the left, Hamill attacked the hill with vigor but the hill won the fight, yanking his expansion chamber out of the exhaust port. Hamill was stuck on the side of the hill when Rusty Blake buzzed by for the lead. With the terrain and dust, the positions stayed the same on loop two, leaving Blake with his third European scrambles overall win. Second was Mike Cartledge then Pete Adelman, Paul Christensen, Torsten Corum, Steve Webb and Roland McFadden finishing in that order.

The Novice Trailbikes didn't have much of a dust problem as only six racers made it to the bomb. Dick Steffan led Dennis Schingeck, John Haller, Quickdraw Jr., Oren Beck and Robbin Buse. Steffen held on to first, but Beck and Busse swapped places with Schingeck and Haller; Queeksdraw Jr. dropped out. That's the way they finished.

The canyons were like saunas when the seniors took the field as did the ladies. Leading Bruce Lewellyn and the other seniors by about two bike lengths was Earl Roeseler. Starting up the big off-camber uphill, Lewellyn was so intent on passing Roeseler that he missed his turn to the left trying to compensate and bought the farm, letting Art Knapp slide into second. The first amateur was the leader of the Swaffords, Clint; the next amateurs were Burl Baxter and D.R. Deichman. George McClellan was smokin' a few holding down sixth overall while the first C bike was Bob Shook. The mover of the day was at 10th overall, novice Joe Sterns. Roeseler was the first of 21 seniors to finish the race.

Twelve girls started their race but only six made three loops. By lap one, it was an eight-bike race with Dawn Grant in the lead followed by Lisa Christensen and Kelly Wiseman. By lap two the first three stayed the same then it was Shila Hopkins while Debbie Hopkins and Kathy Hopkins traded spots. At the finish it was Grant, Christensen, Shila Hopkins (first novice), Wiseman (second novice) then Kathy and Debbie Hopkins completing the lineup.

The C bike start caught Mitch Payton dreaming about a frosty glass of Gatorade, 'cause when the banner dropped, he was last off the line. But he took the lead away from Gary Charters just before the uphill. Spectators said Payton crested the nasty hill better than any rider of the day. With no major changes in the lineup other than dropouts, Payton took the win with Charters taking second, and Tom Grant third. Randy Pearsons took first amateur honors ahead of Dave Woolmore and Mike Lewellyn.

Completing the first loop on the novice side it was Rick Davis leading the hounds. Tom Bell held a strong second, George Erl and Alex Long were next. Shooting down the sandy wash towards the fire road, Mike Murry had pie plater Bob Huffy, Dave Gonzales, Dan Gonzales and Tom Purdy in pursuit. The lineup remained the same till the finish.

The 250s lined up in the furnace hot wind. The banner dropped and Rutten took a bitchen lead. Roeseler was next with Bruce Ogilvie after him. Tom Kelly was next followed by first amateur Don Brand, Jr. Loop two had Rutten still in the lead but just before the fireroad the air left his tire and he settled for second with Ogilvie third. Brand was first amateur; Tim Fagg second, Russ Jones third.

Over on the novice course, Ken Makos never looked back as he led the race wire to wire. Rod Busse made several attempts to close the gap but experience has taught this dude that riding beyond your limits causes a world of hurt. Busse took second, Joe Sheehe was third.

The two "Iron Men of the Dez." Roeseler and Rutten, jumped off their 250s and mounted their Open bikes to join Tom Brooks at the start line. The banner dropped and Mark Zoller got a brief holeshot until Rutten found a crack in the dust and shot by. Brooks got a super three kick start plus a brief load up before he got underway. He had to boon dock it to the bomb arriving at fourth. Rutten maintained a two-bike lead over Roeseler. Mounting the uphill, Roeseler was to the left of Rutten, who momentarily shut down to avoid a boulder. This was all Roeseler needed. Brooks moved into third but his pursuit was short-lived due to bike failure. Corey Timms got by "Wyoming Kid" Rich Jackson for third spot. Zoller settled for fourth. The first three amateurs were Dave Conner, Rich Luce and Monte Anderson. The novice winners were Guy Campbell and Jerry Bustamente.

Sunday

A few minutes before eight the trail amateurs and experts lined up for the start. The morning heat meant more of yesterday (109°F). Rusty Blake was

busy doing his favorite thing — winning. Steve Webb nailed down second, third spot was amateur Kevin Hopkins. On loop two, the lead stayed the same but Hopkins nudged Webb for second overall. Mike Cartledge took third. Ken Dodd was third expert, second amateur was Tom Allen, Brian Charters took third.

The seniors prepared to go for it again. Bruce Lewellyn figured the only way to keep from following Earl Roeseler was to beat him and that he did. Second place was occupied by Art Knapp then Roeseler.

Twenty bikes lined up for the C bike race. Mitch Payton screwed the throttle on, slid back over the seat and stretched out a good lead over Joe Ragle, Tom Grant and Dean Hart. John Tobin and Dave Woolmore had a race of their own for first amateur. Ragle seemed to be moving just about as fast as Payton but he didn't get started soon enough to close the gap. Flat tires removed five competitors, the positions stayed just about the same throughout loop two. The last loop saw John Tobin slip around Dean Hart making it rough on Woolmore's bid for first amateur. Joe Lockhart held off Mike Lewellyn who was busy keeping NTL Peart from getting by his hard earned third position. Tobin took first amateur, then Dean Hart cleared the finish line ahead of second amateur Woolmore.

Getting a fast holeshot in 250 Amateur/Experts was the crazy Checker Paul Christensen. Right on his rear were Doug Winchell, Roeseler, Bruce Ogilvie and Bob Rutten. Bruce Ogilvie started to move on Winchell, then did a getoff right in front of his dad and a host of people. These guys must be synthetic; they all get up, smile, and either continue or return to the pits. Loop two it was Roeseler and Winchell followed by Brad Hand, Phil Cloward and Don Brand were next then Hoyt Statham and Garry Hall. Loop three, the first three positions stayed the same but "Downhill" Alexander moved into fourth, Hoyt Statham and Garry Hall swapped positions as did Mike Aston and Gary Fredrickson. This made win number three for Larry. (Rutten's gas tank came off.)

The grand finale finally arrived. The bikes roard to life and although they were spread out to begin with, they all seemed to funnel into the one wash segment resembling an honest-to-God motocross race. When the tone of the leader's bike could be heard, it wasn't Roeseler but Rutten. Roeseler did a getoff on the fireroad, landed about 30 feet to the side of the road, remounted and pursued Rutten. All of a sudden, Rutten's bike started to sputter and before long Roeseler was in first again. Pie plater Bill Tarling was trying to get close to Corey Timms but Timms doesn't like that kind of closeness and maintained about a 100-yard lead. Bill Saltzman was next followed by Jimmy Payton. Rich Jackson led Terry Davis to the "checkered" as race day came to a close. The courses were far apart, the weather was horrible, the dust was the same. The BLM caused a lot of the problems as far as location, accessibility, and terrain were concerned so don't go too hard on the Vipers.

The "I really put one over on you guys" award goes to Earl Roeseler. Early Saturday morning, Earl ranted and raved about the course going through some concrete-looking stuff. Bob Tartter went out and re-routed the course around the stuff then Earl went out and won. ●

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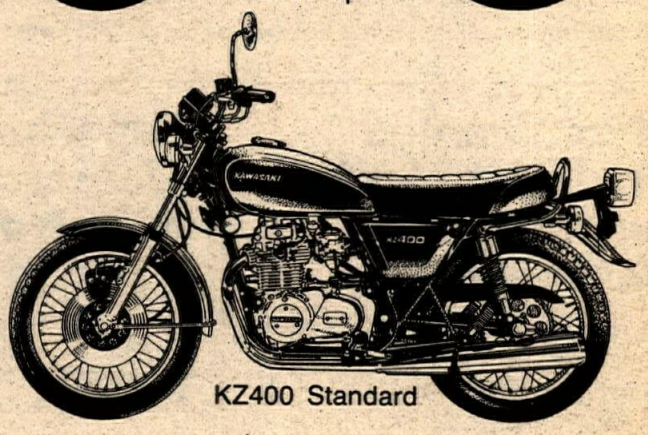
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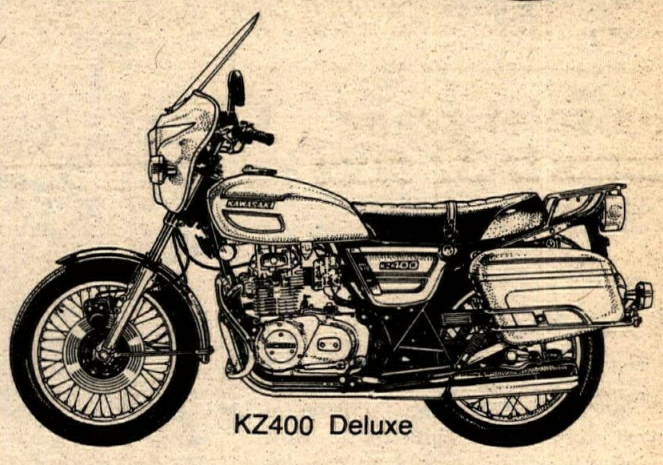
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PHOTO BY DAN MAHONY/WIZARD RACING PHOTOGRAPHY

Jeff Springman slid out, still finished second 250 Expert at Elsinore.

Toyota named official trucks for Superbowl of Motocross VI

There will be more in action than just motorcycles at the Superbowl of Motocross VI, July 9, at the Los Angeles Memorial Coliseum.

Toyota's rugged, sporty, half-ton pickup has been named the official truck for the event, and a number of the vehicles will be moving equipment for the pit crews and transporting people and camera equipment for television coverage.

"We are delighted to be a sponsor of this exciting annual event," said A. E. Hagen, corporate marketing manager for Toyota. "The mini-truck craze began here on the West Coast, and soon after our pickups were introduced, they became favorites of the bikers for hauling their motorcycles. It just seemed natural for Toyota trucks to be a part of the Superbowl of Motocross."

Toyota trucks also will be a part of the pageantry of the Grand Parade during opening ceremonies at 7:00 p.m. And 10 pickups will be on display in the center of the Coliseum arena.

During the opening ceremonies, a specially prepared Toyota half-ton, five-speed, long-bed truck will be presented by *Motocross Action* magazine to Bob Hannah, its Rider of the Year. This is the third consecutive year that Hi-Torque Publications has selected a Toyota truck for presentation to the winner who is chosen by the magazine's readers.

During half-time ceremonies, a Toyota trophy and a check for $250 will be awarded the rider who has jumped the greatest distance on that portion of the Motocross track known as the Toyota Tower. The distances will be measured during the four qualifying events and recorded on an electronic scoreboard. Twenty riders will compete in each of these events, making a total of 80 eligible for the Toyota award.

Toyota's 1977 truck models include deluxe standard- and long-bed pickups and SR-5 Sport Trucks. All Toyota trucks have power front disc brakes and an economical 2.2-liter, four-cylinder engine. ●

Superbowl of Motocross track widened

"This year we have widened the Superbowl of Motocross track 25% in key areas," said promoter Mike Goodwin. "This will enable riders to pass where it was once impossible."

Costing in excess of $160,000, the new track will begin with a 60 m.p.h. straightaway, go up the Coca Cola Climb, through the hair-raising Coliseum Peristyle climaxing in a ski jump from which riders will hurtle 100 ft. to the Coliseum floor, then over the famed Goodwin's Gorge and into a sharp left turn. With no time for recovery, riders will encounter the new off-camber turn, an abrupt 90° bowl where centrifugal force causes man and machine to defy the laws of gravity. And this is just the beginning. Bone-jarring, wheel-breaking whoop-de-doos, the dreaded Toyota Tower, (once known as Insanity Ridge), the Matterhorn and much, much more will provide a continuous show of thrills and action.

Tickets for the July 9th event are on sale at Ticketron statewide, the Sports Arena Box Office or by telephoning (213) 232-3371 or (714) 761-5333. Reserved seats, $15, $12 and $8. Children under 12 $5, all seats.

Sponsored by the Coca Cola Bottling Company of Los Angeles, Honda, Toyota Trucks, Scott U.S.A., Select Vans and Miller's Outpost, this number one event starts at 8:00 p.m. and provides action entertainment at its finest. ●

Roche wins big after Eagan throws away win at AFM 605 Spdwy.

By Damian Sands

IRWINDALE, CA, JULY 1

Big winner of the night at the American Federation of Motorcyclists short-course road race at 605 Speedway was George Roche and his GRIP 750 Kawasaki triple. Roche won both the GP and heavyweight classes after Pat Eagan on the Mr. Jags three-cylinder BSA/Rickman threw it away on the fifth lap of the GP main.

Eagan was the class of the field with consistent low 33-second laps. Both mains were supposed to be his as he easily won both semis and the trophy dash. But when Eagan crashed in the GP main, the bike was damaged enough so that it wouldn't start in time for the heavyweight final.

John Glover passed his way into second in the GP race and third in the heavyweight class on a 350 Yamaha. He took home $50 for his efforts.

The best example of close racing on the tight ⅝-mile, eight-turn track came in the middleweight class. On fairly-equal machines, Dick Fuller and Ted Toomey battled it out every lap going back and forth with Toomey having the edge in the tighter infield, and Fuller getting the drives out onto the short straight. Fuller passed on the last corner to win by one-half a bike length.

Michael Fleming had a busy night, winning money in three classes. First he won the lightweight class with his 250 Yamaha. Then he took third behind the duo of Fuller and Toomey on their 350 Yamahas in the middleweight class. Fleming also scored in the GP race with a fifth behind the 100-horsepower biggies. ●

Results in Results Section.

PHOTO BY BOB GREENBURG

Nick Larson finished third in the Mini Juniors at AME's night MX.

Martinez, Stubblefield manage moonlight AME wins

By Lee Taylor

VALENCIA, CA, JUNE 24

Despite the heavy draw the Mammoth Mountain MX had for the weekend, A.M.E. drew some large classes Friday night. The 125 Juniors Division Two, was no exception. Jerry Martinez (Hon-M&M Ent.) took first overall with back-to-back wins. In the first moto, Dana Berg grabbed the holeshot and took the lead. He had a fight going on behind him between Brian Gardner and Martinez for second. Gardner moved into second and started to work on Berg. Berg, in trouble, had to take a DNF and Martinez moved into first and held the lead through the end of the moto.

The second time out, Martinez had Craig Buelna on his tail pushing to take over the lead and Darrel Anderson was fighting to take over second. The battle between these two was fierce and continued down to the wire. Martinez took home top honors, Buelna second overall and third went to Anderson.

Jeff Stubblefield took home top money for the 125 Pros. In the first moto he grabbed the holeshot with Kirk Sturgeon (Suz-Suz of Pomona) right on his tail. Pushing relentlessly, Sturgeon finally took over the lead, with Stubblefield holding down second with Mike Marshall in third and John Greening in fourth.

The second time out of the gate, Stubblefield was flying! Charging off the line, he found Mark Abler right on his tail, fighting to take over. Sturgeon was in third and was breathing down Abler's back, challenging him deep into every berm, and finally getting by for second. Sturgeon then set out after Stubblefield, but Stubblefield held onto the lead and did down to the wire. The final checkered gave the overall win to Stubblefield, second place money went to Sturgeon and third to Abler. ●

Results in Results Section.

Sexton, Springman and Steffen scramble for Elsinore 250 TT win

By Andi Gangewer

ELSINORE, CA, JUNE 25

Steve Griffith, usually aboard a 125 Yamaha in the expert ranks, moved up to a 250 Yamaha and was moved down to an amateur. Griffith was about four bike lengths in front of the number two rider, Rick Blankenship at the end of the first moto. Yamaha-mounted Barry O'Brien was third. In the second round, Griffith again polished off first place. Blankenship (Kaw) and Terry Williams (Mon) were having a head to head battle over who would cross the finish line in second. Williams held Blankesnhip off for two laps but then went wide on the sweeper and Blankenship took advantage. The final race it was Griffith again way out in front. Second place again was Blankenship, just riding it out, not even attempting to catch Griffith. Williams pushed his moaning Montesa off the track and Larry McCaul followed in for third. Griffith picked up his second 250 Amateur trophy and tightened the gap on his transfer to expert.

There was quite a battle in the 250 Experts. Rod Sexton pulled the holeshot in moto one and left the remaining experts in his dust. Jeff Springman and Joe Steffen were wheel to wheel for the second spot.

Springman rode for all he was worth to keep Steffen behind him, and his expertise left Steffen no openings. In the second moto, Sexton jumped out front again. Springman and Steffen were in a fight from the start. Steffen held it on just long enough to nose Springman out of second. Charles Carroll got hung up in traffic and went down, but without injuries, and limped in in last place.

The fall in moto two didn't hinder Carroll in the least. The final race for the 250 Experts went his way. He timed the start to perfection and Sexton had to play second fiddle. Suzuki-mounted John Sperry got in there and took the third behind Carroll and Sexton. The overall win went to Sexton with second and third going to Springman and Carroll. ●

Results in Results Section.

3 out of 4 for Lawson at Corona flat track

By Elaine Jones

CORONA, CA, JUNE 22

Eddie Lawson rode four events and went home with all the money, another first place and one second place trophy. Lawson started the evening with the short track Money race, going wire to wire with Mike Minnig locked in tight behind him in second. Terry Singleton held third for the first two laps before Steve Fortune caught him and that didn't last but one lap before Danny Perkins went by him. On the last lap a broken ring took Perkins out and Fortune ended up in the show spot.

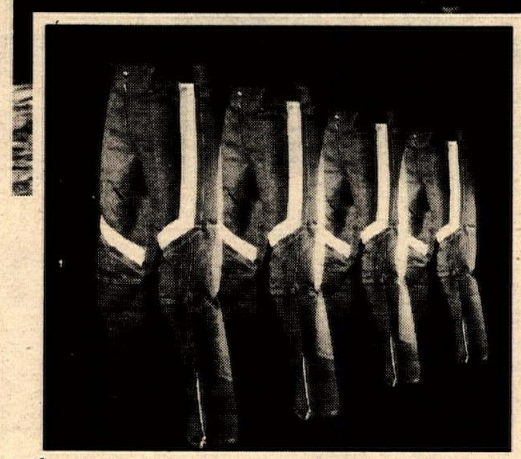
The Money half mile again saw Lawson get the jump off the line with Minnig right behind him. Wayne Rainey, aboard his new 750cc Shell Racing machine, had the number three spot. On lap three Rainey made the move on Minnig and set his sights on Lawson. Lawson had the line and made no mistakes as Rainey tried in vain to find the hole that would put him in first. As the checkered came out it was Lawson, Rainey and Minnig.

Rainey didn't feel too bad, since he had just beaten Lawson in the Open Expert half mile. It was almost an instant replay of the Money half mile as it was Rainey off with a beautiful start and Lawson in the third behind Dave Peters. It only took Lawson one lap to move into second place but he was never able to go any higher as it was all Rainey. Dorothy Rowe, riding a big bike for the first time on the Corona half mile, held off Fortune for the third.

The race of the night had to be between Dorothy Rowe and Eddie San Roman in the 250 Expert half mile. Rowe said "ladies first" off the line and she proceeded to run away from the rest of the field. Matt James was in second and Rob Selvy in third while San Roman was stuck back in fifth after a lousy start. San Roman started chipping away at the field and had moved to second by the fifth lap. San Roman would pull alongside of Rowe, only to have her pull away from him and he would have to start all over again. On the white flag lap, San Roman went for it and made the pass to edge Rowe for the win at the line. Selvy claimed third. ●

Results in Results Section.

(Continued on page 30)



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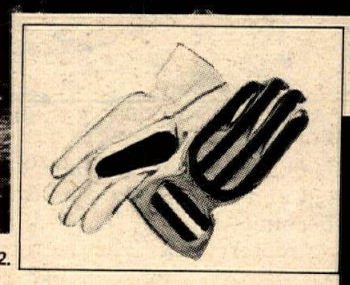

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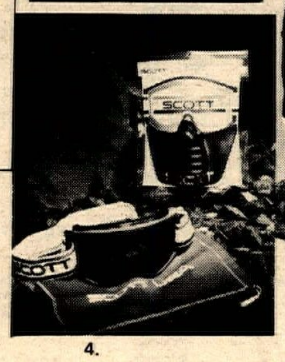

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things that work...

Michael's Hand Cleaner

Michael's Hand Cleaner is the best hand cleaner known to man. We have used it. It works.

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The grunge that collects around the countershaft sprocket of bikes with well-oiled chains is no problem. Serious black goop from two-stroke exhaust systems, slop from transmission breather oil leaks, paint, leaking fork oil mess — it all comes off with Michael's Hand Cleaner. The stuff doesn't turn hands into raw meat, doesn't have an offensive odor, can can be used with or without water.

What's more, this lotion-type cleaner won't dissolve into useless liquid if left in hot summer sun, a problem associated with jell-type cleaners.

Available in various sizes from various types of stores, at various prices. Suggested retail on the eight-ounce size shown is $2.38. Dealers can order from Michael's Products Co., P.O. Box 1939, Hutington Beach, CA 92647.

Grabber boots

It's no wonder that the Grabber boots imported and sold by Malcolm Smith have become the "in" boot of the knowing motorcyclist. They're meant for walking, working, playing and other nonsense, and are so comfortable you won't believe it. True, ours don't look as nice as they did when new (as seen above), but they feel great in spite of the dirt. After three months of constant service, they're holding up well, too.

Ever notice how soft and comfortable glove leather is, compared to the usual shoe leather? These Italian beauties come soft, like gloves, right out of the box, as feet will tell you the moment you slip them on.

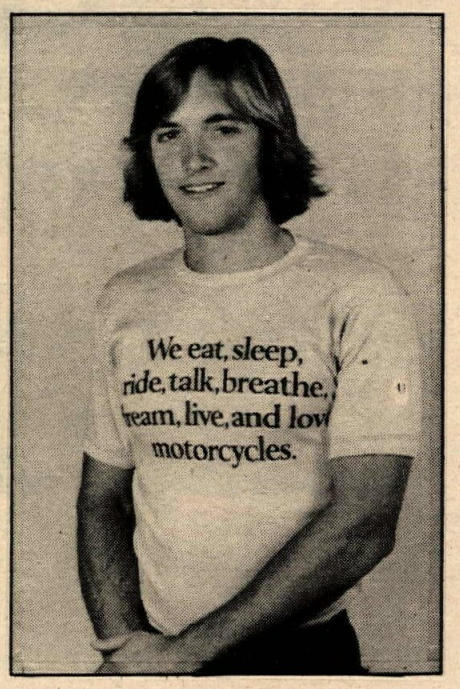
Suggested retail is $30.95, from dealers or from Malcolm Smith Motorcycles, 7563 Indiana, Riverside, CA 92504.

Instant enlightenment

Here's a government service that actually benefits people. The Consumer Information Center of the U.S. General Services Administration distributes information — in the form of free or low-cost government publications — on a wide variety of subjects. Booklets available deal with subjects ranging from how to prevent automotive rust to a consumer tire guide to how to apply for federal educational financial aid programs to causes and cures of canker and cold sores to growing urban gardens to buying hearing aids to getting a copyright to travelling abroad to shopping by mail to...

You get the idea. If there's something you want to know about, chances are good that you can get accurate, up-to-date information free or for cheap from the Consumer Information Center. A complete listing of the 200 latest offerings is available free from the Consumer Information Center, Dept. A, Pueblo, CO 81009. Ask for the Consumer Information Catalog.

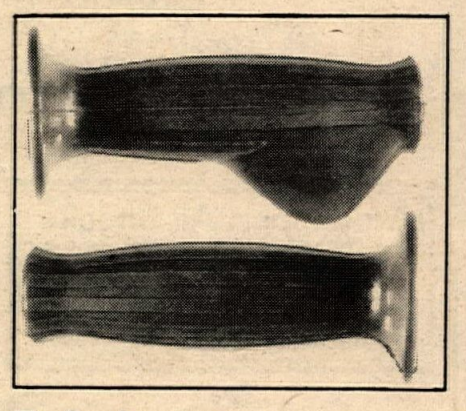
Why are you reading about this in *Cycle News?* Because besides being motorcyclists, we're also all *people.*



Malcolm Smith shirt

Not only is this Malcolm Smith sportshirt trick and attractive, it has held together well in extensive testing, both in bed and out. It's made of a 50/50 blend of cotton and polyester, and tells the world exactly where you head is at. You can have any style and color you want as long as you want a short-sleeve, tan shirt with dark brown printing. Available in extra-small, small, medium, large and extra-large, the shirt sells for $6.95.

Get it from dealers or from Malcolm Smith motorcycles, 7563 Indiana, Riverside, CA 92504.



Fin-Q grip

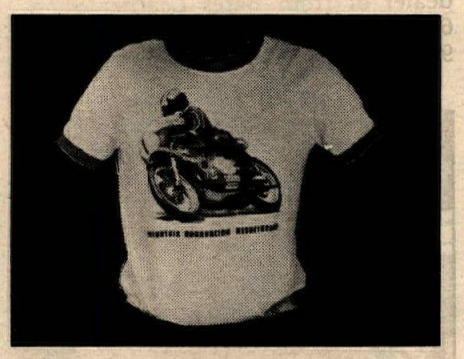
This set of grips from Rojen B has to be the most inexpensive throttle assist available for motorcycles with stiff throttle return springs. You just replace the stock grips with these things, position the "fin" so it's at the proper angle to rest the heel of your palm on when cruising, and go. The trick is get the grip positioned right for cruising speeds, and the fin can get in the way when playing road racer and opening and closing the throttle quickly, but for super-slab cruising the idea works.

Dealers have 'em, and Rojen B in Van Nuys, Calif. makes 'em.

ABC road racing boots

There's only one place where road racers can get custom-made boots, and that's ABC Custom Leathers. Style-conscious racers can get their boots in any color to match their leathers. The boots are made to fit the rider's foot, instead of being bought off a shelf, and are really neat. They are comfortable, look nice, and give great "feel" when racing.

The pair shown have the design motif of the leathers continued right onto the boot, and are firmly attached to the front of the leathers with a square of Velro-brand fabric fastener to ensure a wind-proof seal. For fit, design and style, ABC boots are the best available, although expensive. $75 gets the basic boot in any color, with artwork (such as the stripe) extra. Riders can get their boots both with and without the ABC logo, and ABC will make the boots to match any brand leathers. Mail order is available. ABC Custom Leathers, 9802 S. Atlantic Blvd., South Gate, CA 90280 (213) 564-1715.



MRA T-shirts

The Mountain Roadracing Association (MRA) is the Colorado group responsible for holding good-time races at Aspen on a 1.1-mile, 10-turn course set in a beautiful Rockie Mountain valley. Bruce Sass, who won the AMA Novice race at Charlotte, North Carolina in March, is the MRA #1 plateholder.

Sass won the MRA championship riding, among other things, a TT500 Yamaha.

Interesting. More interesting, the MRA now sells trick T-shirts, one with Sass aboard on a GP bike, one with an unidentified-but-neat-looking racer. The riders grace the front of the shirts, the MRA logo the back.

The shirts cost about $6, fit well, look snappy — but our sample immediately developed a hole under one arm.

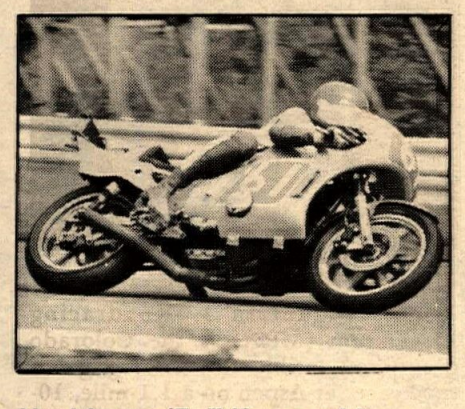
Believing that the front of a shirt is more important than the armpit, we continue to wear our shirt (with the unidentified rider on it). You can get one from MRA, P.O. Box 213, Wheatridge, CO 80033.

Bates road racing gloves

Bates makes the most comfortable road racing gloves, and the gloves deliver the best feel of any on the market. For a time a few years ago, Bates gloves were also the gloves most likely to fall apart. But now, the company has solved production problems to ensure that the gloves stay together.

Construction is good, fit is good, and Bates stands behind the gloves. When problems cropped up with the first racing gloves that Bates sold, they replaced defective gloves free. Judging by the service we've had from this pair, Bates won't be replacing very many in the future.

Bates road racing gloves have extra leather on the heel of the palm (to protect the part of the hand that often takes severe punishment in a slide), come with finger top padding to intercept stones thrown upon the banking, are brown, and retail for $19.95. Get yours from your local dealer or from Bates Leather Shop, 660 W. 16th St., Long Beach, CA 90800. (213) 435-6551.



Yoshimura/Egli Kawasaki

Few things in life work as well as this Egli-framed Yoshimura-engined Kawasaki 1,000cc road racer. In a recent club race in Japan, the bike qualified fastest and earned the pole position on the grid for the Open GP race. The rest of the front row was filled by Suzuki RG500s. Pops Yoshimura and his son, Fujio, sell all sorts of go-fast stuff for Kawasakis, and build the world's fastest Kaws to prove their products. Get the details from Yoshimura R&D of America, 5517 Cleon Ave., North Hollywood, CA 91601 (213) 985-2331.

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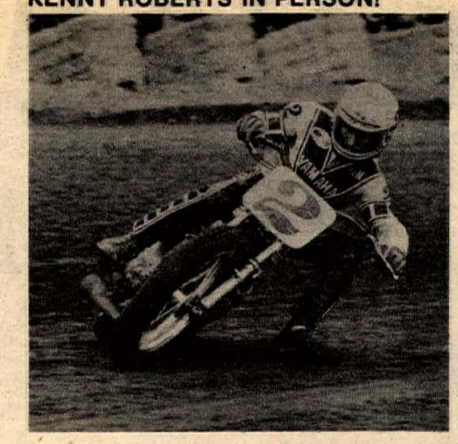

RUSS COLLINS IN PERSON!

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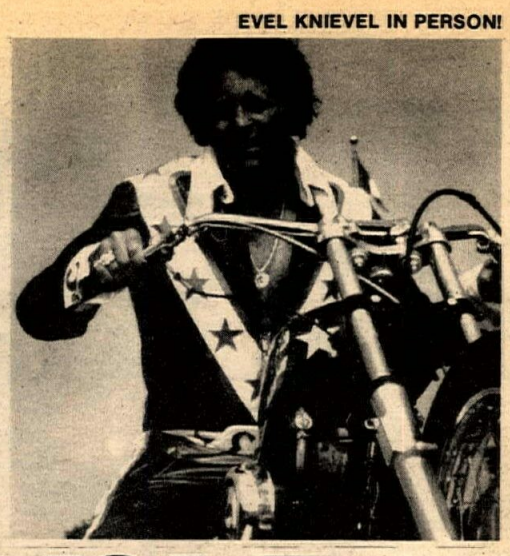

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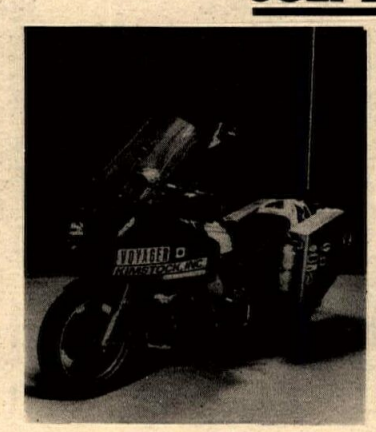

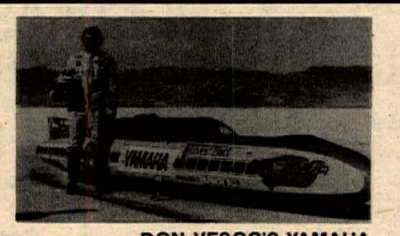

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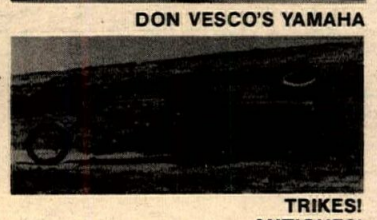

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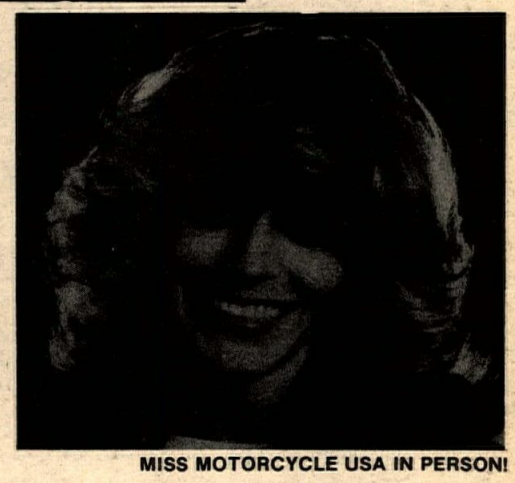

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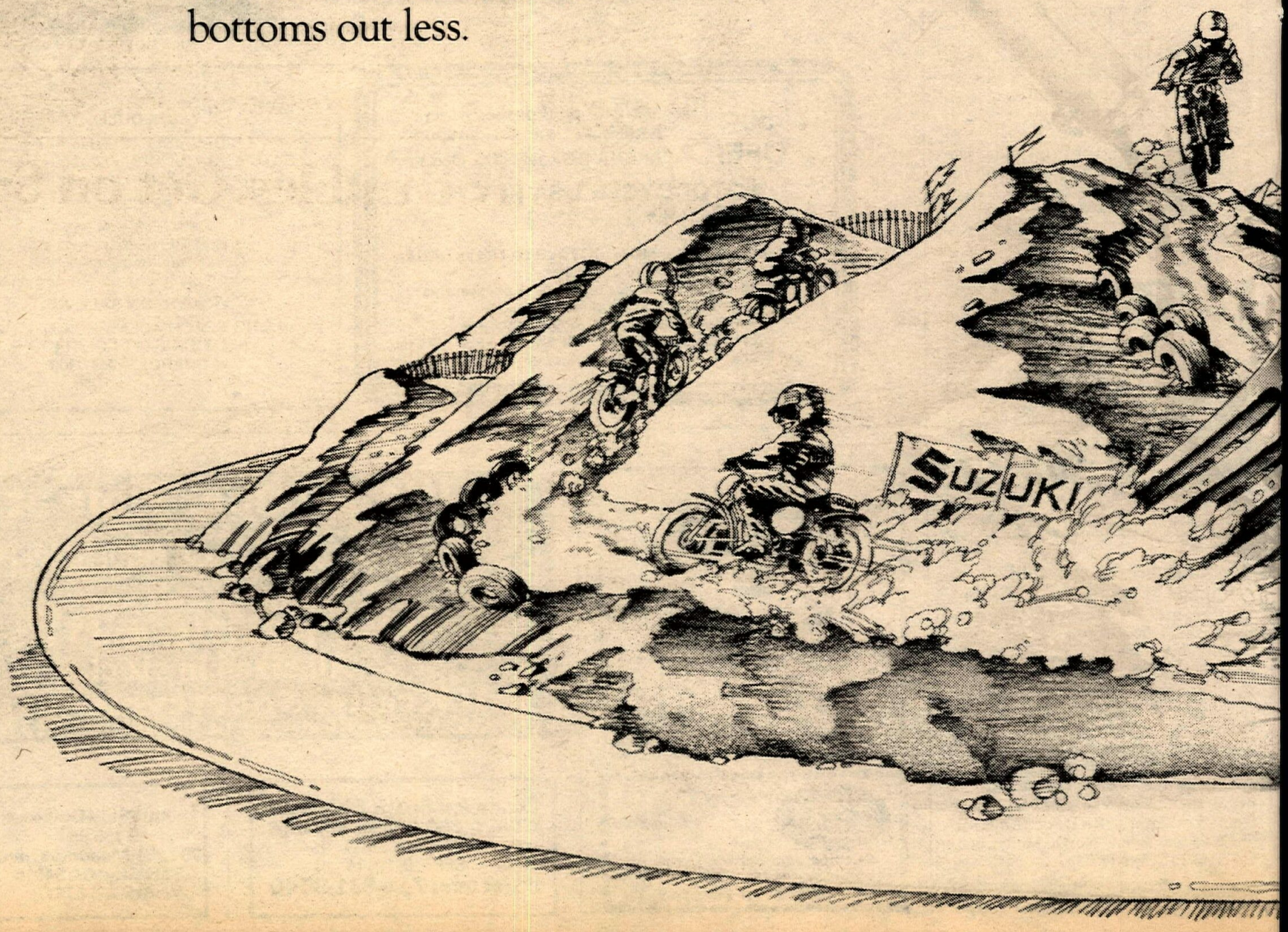

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PHOTOS BY BOB GREENBURG

(Above) Jim Pappe leads Chuck Gunter in the 100cc Motorcycle class at the AME Youth Division. (Below) Gunter gets off the line well. (Bottom) Jeff Burnworth (733) slides underneath another rider on the way to a second in a South Bay Park short track 125 moto.

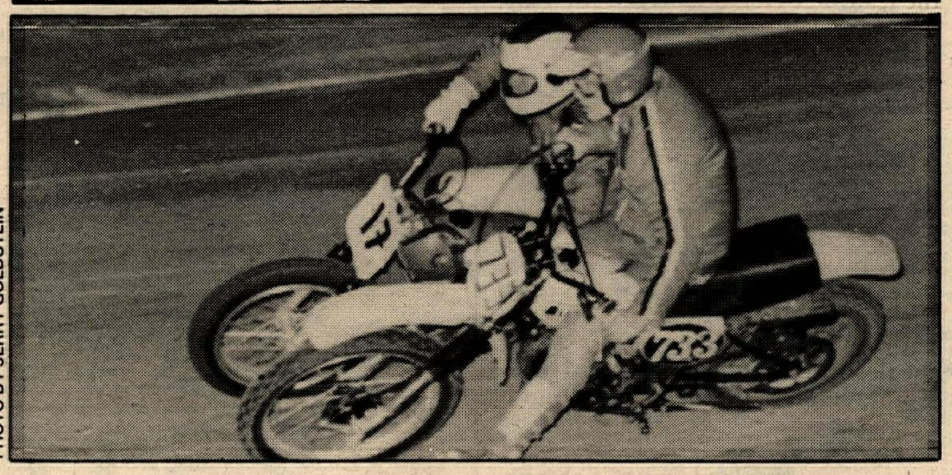

PHOTO BY JERRY GOLDSTEIN

Petton, Fortune take South Bay ST

By Rod Eschenburg

CHULA VISTA, CA, JUNE 25

At Speedway 117's short track racing, the pros were down slightly, and combined with several breakdowns in practice, their program was run three-heat moto-style. In the 250 class, Yamaha-mounted Travis Petton, Jr. went two for three over Jeff Allison and his Kawasaki. Newcomer Matt James made his debut a good one with a third overall.

The 500s featured a see-saw battle between Steve Fortune and Jim McMurren that ended only when Fortune edged McMurren by a bike length at the checkers in the tie-breaker third moto. It was also a battle of two vs. four strokes, as Fortune was Bultaco-mounted and McMurren had a four-stroke Yamaha.

All three sporting classes were well contested with the highlight being the 250 class, where Skip Gallagher (Yam) of Spring Valley took the checker after

a race-long, wheel-to-wheel battle with Jeff Neeley which ended when Neeley slid out coming out of turn four heading for the flag. Both of these riders looked like pros as they battled only inches apart without any banging or bumping. Bill Simms (Yam) picked up second after running a close third throughout. In the 125 class, Neeley picked up a hard fought third straight victory by coming from behind in the tie breaker third moto over new flattracker Steve Gall of San Diego. The 500s saw Yamaha rider John Garcia make it three straight, but not as easily as in past weeks, as Sid Carlson pushed Garcia to a third heat tie breaker win. Following Carlson was Del Ocheltree, who was one of the original sporting TT riders appearing in the "old days" when South Bay opened in 1968. ●

Results in Results Section.

Robison grabs Mini Pro win in AME Youth Summer Series

By Judy Greenberg

VALENCIA, CA, JUNE 26

The Shadow Glen course at Indian Dunes was the site of the third race in the A.M.E. Youth Division Summer Series sponsored by CH Performance Products of Canoga Park.

Robby Robison (Al Baker) was the winner of the 83cc Mini Pro race, which ran two 30-minute motos. Steve Schmitz (U.S. Suzuki) grabbed the holeshot as the first moto got underway. Jim Holley (P.K. Racing) was right at his back wheel, followed by Robison and John Whelchel (U.S. Suzuki). Ed Eckert (Sunshine Yamaha) was trying to keep fifth from John Kight (R&D), when Kight developed bike trouble and left the track. On the third lap, Schmitz opened up a slight lead over Holley, but Holley poured it on to close the gap and kept the pressure on Schmitz. As they rode out of the loop into the far end of the track, Schmitz still had the lead, but Holley emerged through the trees with Schmitz nowhere in sight. Kight was back in the race rocketing around trying to make up the lost time. Whelchel got by Robison only to have his tire go flat and separate from the rim. That slowed him down a little, but Whelchel continued on for the remaining 20 minutes of the moto. Robison was back in second, and when Holley's bike came to a stop on the track, took the lead. Schmitz and Holley were back in the race after repairs. When the flag came out for Robison, Eckert, Kight and Whelchel were right behind.

The second moto, Holley jumped into an early lead with Schmitz behind. After swapping leads throughout the moto, Schmitz appeared from the back of the track with the lead. Holley came through to finish second, and Whelchel finished third after a long battle with Robison. Robison, Schmitz and Whelchel were the top three overall finishers.

The 100cc Motorcycle Juniors and Intermediates ran together. John Rogers took back-to-back wins for the intermediates, followed by Ricky Pearce (Moore Power) with double seconds. Joe DiBernardo was the

(Continued on page 41)

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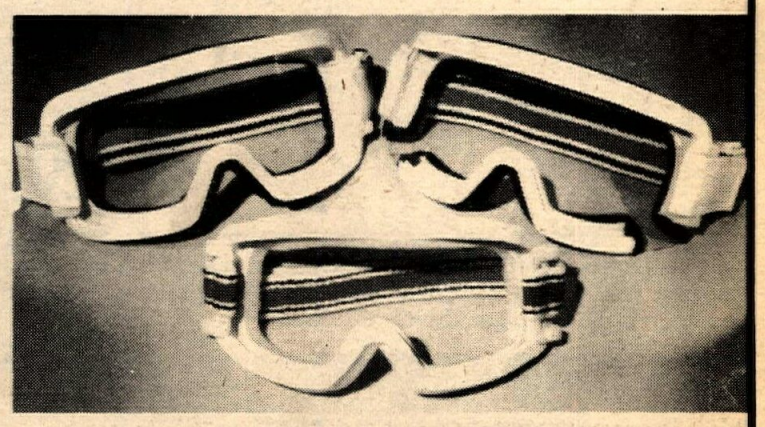

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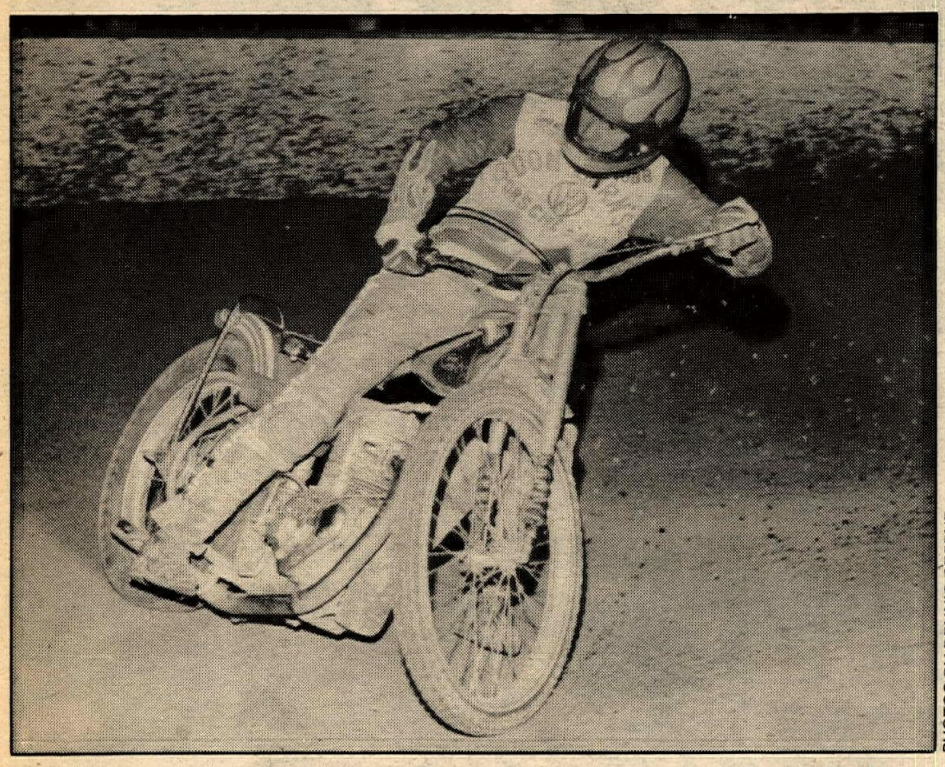
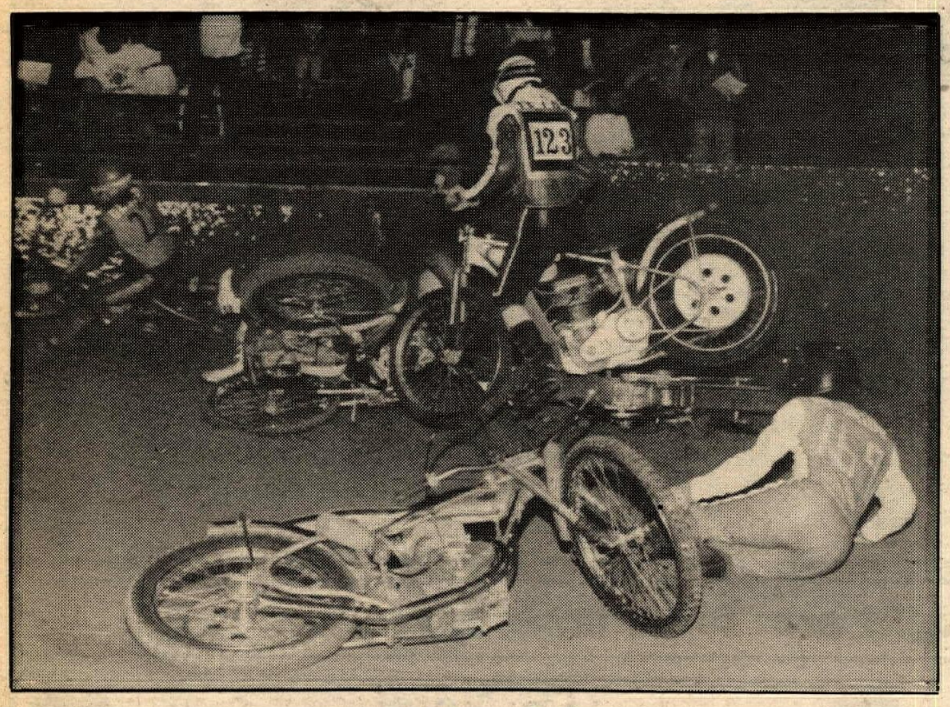
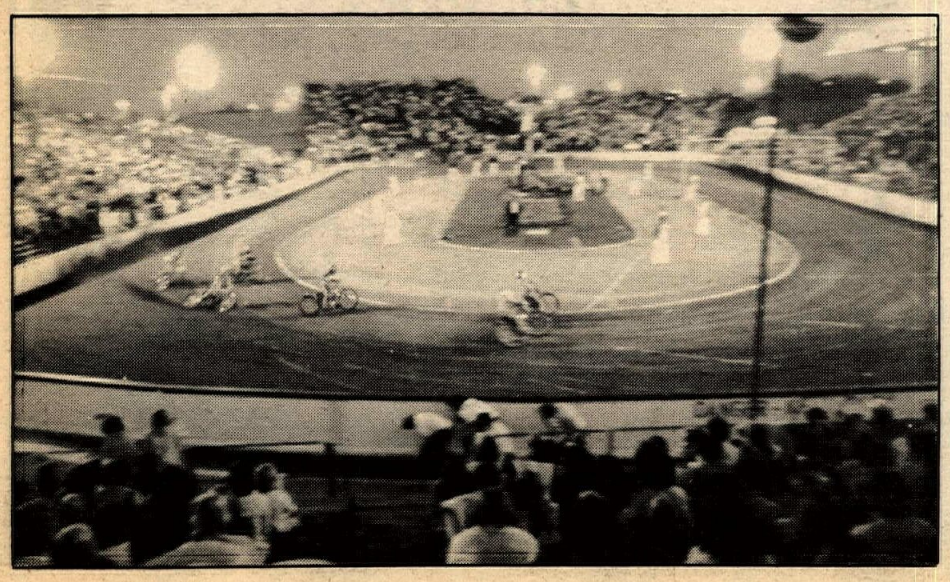
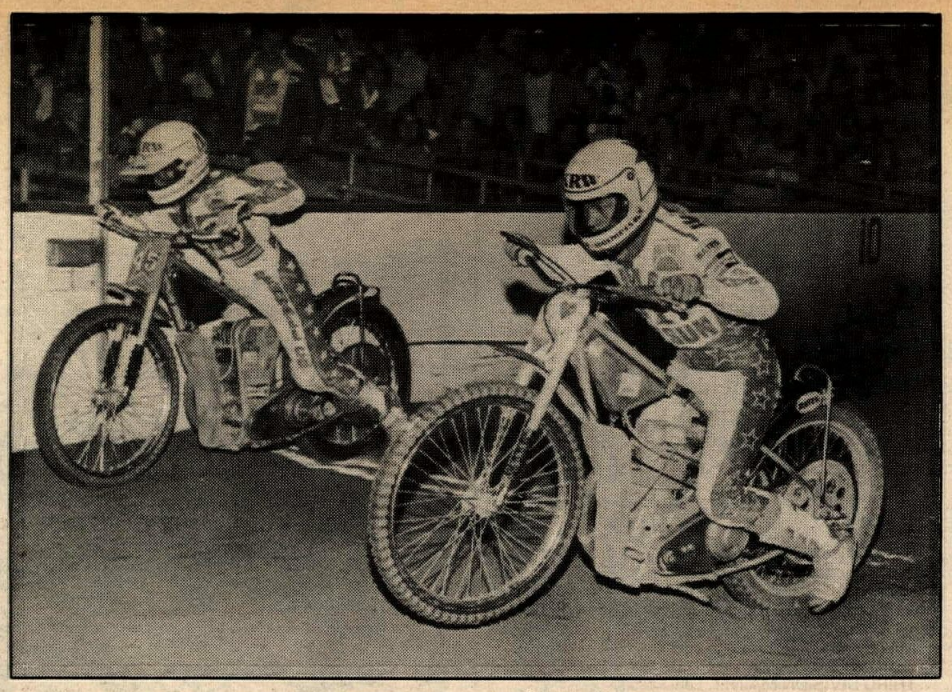


PHOTOS BY DENNIS GREENE

(Above) Dubb Ferrell returned to action and won the Firecracker Derby at Ventura. (Below) A safe guess is that a restart was in order. (Bottom) Standing room only crowd at Costa Mesa.







Bruce Penhall and Mike Bast trying to get off the line caused a lot of problems at Costa Mesa, where Penhall broke Bast's incredible string.

By Dennis Greene

VENTURA, CA, JUNE 28

Mike Bast turned in an amazing performance Tuesday night at Ventura when he turned in the first back-to-back doubleheader in American Speedway. He won both the Scratch and Handicap Main Events Friday at Costa Mesa and then came right back to do the same at Ventura.

Then to show just how good the U.S. Speedway Champ can be, he did the same thing on Thursday night at Irwindale. Three times in four nights of racing.

The Ventura Scratch Main win by Bast was really close, with pressure from Mark Cherry all the way for four laps.

Alan Christian, who has a couple of double headers to his credit, had to settle for second in the Handicap Main behind Bast.

Top honors in Division Two went to Elliott Sheltman, his first win this season.

Results

SCRATCH MAIN EVENT: 1. Mike Bast. 2. Mark Cherry. 3. Jim Fishback. 4. Scott Sivadge.

HANDICAP MAIN EVENT: 1. Mike Bast. 2. Alan christian. 3. Rob Morrison. 4. Dave Sims. 5. Kelly Moran. 6. Jim Fishback.

DIVISION TWO: 1. Elliott Sheltman.

By David R. Daniel

SAN BERNARDINO, CA, JUNE 29

The largest crowd in the history of Inland Motorcycle Speedway saw youngster Kelly Moran win his fourth Handicap Main in six racing days. The former Junior Speedway rider is no longer starting from the zero-yard line. Since the beginning of the season, Moran has moved from second division to the zero in first division and now to the 10-yard line. The end of the year may see him starting back with Fishback and Bast.

More than 3,700 people came out to celebrate the Fourth of July early. At intermission there were fireworks in the sky. After intermission the sparklers were Moran, Mike Bast, and Gene Woods. Bast, the National Champ, won his fourth-straight Scratch Main at San Bernardino.

But the real star of the night was the 16-year-old Moran, who will be a senior in high school *next* year. Moran looks like a midget next to most trophy girls, but on the track he rode like a giant. To win the Handicap Main, he had to beat Jim Fishback, Gene Woods, Mark Cherry (who shows signs of coming out of his prolonged slump), Bruce Penhall and Bast. After three years of Junior Speedway action, Moran sat out most of last year to save money for a bike. The Huntington Beach resident credits his father and his tuner with the most help towards his success. "I just listen to my tuner. I know by now he knows what is best for me, so I listen to every word he says. I owe Ken Mack a lot."

Promoter John LaDouceur has a special Match Race scheduled for this week, but he won't give out any details of it. The only comment he will make is that the riders will be on their speedway bikes for only half the race.

Results

HANDICAP MAIN: 1. Kelly Moran. 2. Mark Cherry. 3. Bruce Penhall.

SCRATCH MAIN: 1. Mike Bast. 2. Alan Christian. 3. Bruce Penhall.

THIRD DIVISION MAIN: 1. Walter Foster. 2. Ron Markegard. 3. Chuck Wheat.

SECOND DIVISION MAIN: 1. Dewey Seavers. 2. Stan Flanders. 3. Kurt Stommer.

KING OF THE HILL MATCH RACE: Ron Preston d. Bobby Schwartz.

By Tom Blattler

IRWINDALE, CA, JUNE 30

It was the "Fox Hunt" at Irwindale Raceway, but they probably should have renamed it the "Mike Bast Speedway Benefit." The four-time national champion won almost everything in sight on the night that all ladies were admitted free, and that included the Scratch and Handicap Main events.

The 24-year-old Canyon Country veteran put on a superb riding exhibition that proved why he is the best in the United States, as he used the outside groove to come from behind in the five-lap handicap feature.

At the start, Don Faulkner and Robin Hood, both riders coming from the 10-yard-line, held down the top two positions with back-marker riders Mark Cherry, Dave Sims, Jeff Sexton, and Bast charging. With the other riders committed to the inside line, Bast slowly and smoothly moved to the outside position and his four-valve Weslake machine had enough horsepower to pick off the competition one-by-one. Bast's only real threat was to close in on the young Faulkner, who looked to be on his way to his first Handicap Main win. But Bast reeled him in in the latter stages of the five-lapper to score the victory. Faulkner had to settle for second followed by Cherry, Sexton, Hood, and Sims.

In the four-lap scratch feature, Bast was able to put a trap move on Mark Cherry in the first corner, and Mike then used both the outside and inside lines to take the checkered flag. Cherry placed second with Bobby Schwartz third. Alan Christian, who was making a challenge on Cherry for

second, hit Cherry's rear wheel coming off of turn four, and went over the handlebars in a heap. Christian was uninjured in the spill, but his motorcycle was totaled.

In the special two-lap match race, Bast spotted the young lady rider, Bobbi Hunter, close to 75 years, and just missed taking the victory by inches. The race had the huge crowd on its feet throughout the two laps.

In the five-lap second division feature, former short track rider Dewey Seaver held off the back-marker riders to claim the win, while young Leni Faas scored his first main event win of the year in the four-lap Third Division Main. ●

Results

SCRATCH MAIN: 1. Mike Bast. 2. Mark Cherry. 3. Bobby Schwartz. 4. Alan Christian.

HANDICAP MAIN: –. Mike Bast. 2. Don Faulkner. 3. Mark Cherry. 4. Jeff Sexton. 5. Robin Hood. 6. Dave Sims.

MATCH RACE: 1. Bobbi Hunter over Mike Bast.

SECOND DIVISION MAIN: 1. Dewey Seaver.

THIRD DIVISION MAIN: 1. Leni Faas.

By Dennis Greene

COSTA MESA, CA, JULY 1

To win both the Scratch and Handicap Main events in the same night can be compared to a hole-in-one. To do it more than once in a season would be to rewrite the record book.

Mike Bast is doing just that. Last Friday night he took both Mains, then at Ventura he made it two in a row (never done before) then like Seattle Slew he made it three in a row at Irwindale on Thursday. If not for a poor call by the referee Friday at Costa Mesa, Bast, the current U.S. National Speedway Champ would have gotten number four.

At the start of the Handicap Main event, there were three false starts. All three had Bruce Penhall rolling before the starting gate went up, along with Mike Bast.

When they lined up for the fourth time, the referee was checking out the rest of the six-man field when the gates went up. Penhall was again in motion before the start and even with the 10,000-plus fans yelling for a restart, the race went on with Bruce Penhall taking a not-so-popular win. Bast went to the referee, but his protest fell on deaf ears.

Bast didn't let it get to him, as he showed in the Scratch Main event by winning over Penhall.

A bad crash earlier in the night sent Mark Cherf to the hospital with a badly separated right femur bone.

Results

SCRATCH MAIN EVENT: 1. Mike Bast. 2. Bruce Penhall. 3. Jim Fishback. 4. Dennis Sigalos.

HANDICAP MAIN EVENT: 1. Bruce Penhall. 2. Mike Bast. 3. Graig Schaeffer. 4. Alan Christian. 5. Mark Cherry. 6. Mike Bendy.

By Dennis Greene

VENTURA, CA, JULY 2

The special Saturday night Speedway show was headlined by the Firecracker Derby and the return to Speedway of Dubb Ferrell. The two went hand-in-hand as Ferrell won the trophy back from Mike Bast. This event was held each year at Bakersfield, but now has a new home at Ventura.

Jim Fishback, Mark Cherry, Dubb Ferrell and Mike Bast all earned their way into the Special Scratch Main event by winning a series of heats and semis. Bast settled for second in the Firecracker Derby, but came all the way from the 60-yard line to win the Handicap Main event.

Results

SCRATCH MAIN EVENT: 1. Dubb Ferrell. 2. Mike Bast. 3. Mark Cherry. 4. Jim Fishback.

HANDICAP MAIN EVENT: 1. Mike Bast. 2. Robin Hood. 3. Brad Oxley. 4. Alan Christian. 5. Bruce Penhall. 6. Don Faulkner.

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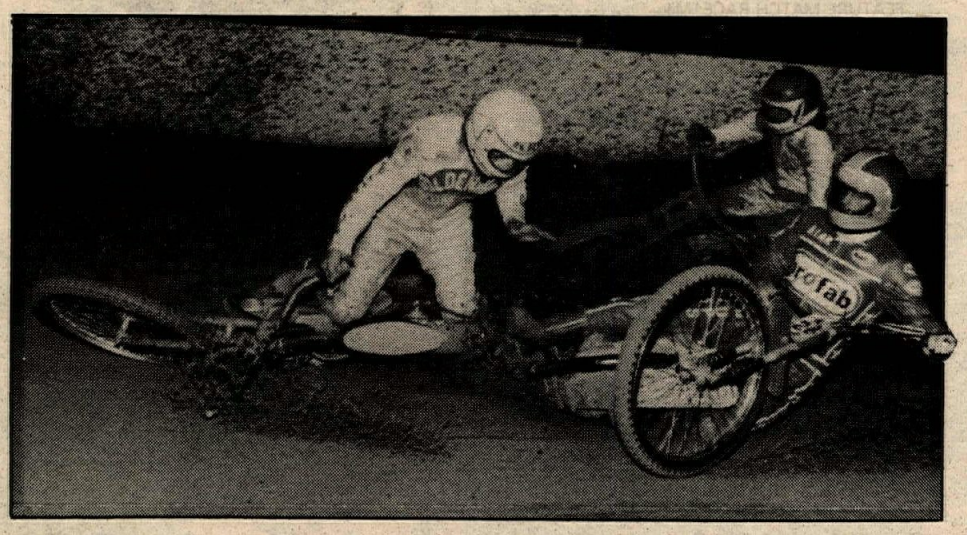
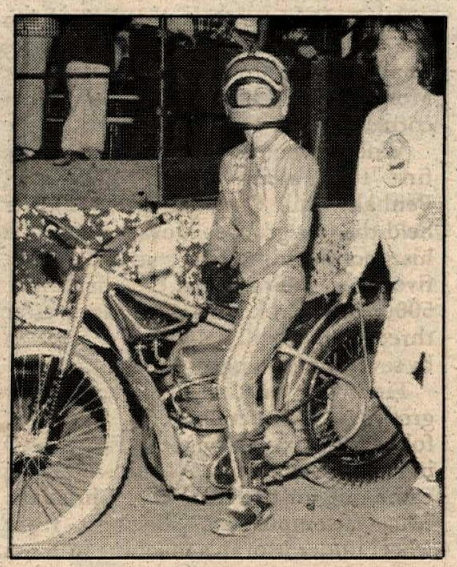


(Above) Mike Muntean in the middle of a push-out, with Alan Christian just about to nail him. (Below, left) Doug Skiles highsides. (Below, right) Kelly Moran and Ken Mack.



PHOTOS BY DENNIS GREENE

By Dennis Greene

VENTURA, CA, JUNE 21

At 16 years of age, Kelly Moran has put his name in the record book in a big way.

This past week, young Moran got moved into First Division at all the tracks. He started his red hot winning streak at Ventura by winning the Handicap Main Event. On Thursday night on the long track at Irwindale, Kelly again held off top riders like Bruce Penhall, Bob Schwartz, Gene Woods and Alan Christian to get his second win of the week. Then, to put the frosting on the cake, the new superstar went out and won his heat race, won the Semi, had 10 yards added to his starting spot and took the first checkered flag at Costa Mesa in the Handicap Main Event for Division One riders.

Top spot in the Scratch Main Event went to Mark Cherry. Mark spent most of the winter racing on ice throughout the midwest and east, and it has taken some time for him to warm up.

After taking most of last year off, Nelson Fonte returned to Speedway a few weeks ago. He won the Division Two Handicap Main Event and could be on his way to a chance in First Division.

Ventura race fans will get a special night of Speedway this next week. On Saturday night, July 2, there will be a fireworks show, along with a full race program at the Ventura County Fairgrounds. There will be no race on Tuesday, July 5.

Results

SCRATCH MAIN EVENT: 1. Mark Cherry (7), 2. Alan Christian (28), 3. Mike Bast (1), 4. Gene Woods (3).
HANDICAP MAIN EVENT: 1. Kelly Moran (131), 2. Graig Schaefer (29), 3. Rob Morrison (53), 4. Mark Cherry (7), 5. Bob McLain (380), 6. Don Faulkner (353).
FEATURE MATCH RACE: Mike Bast (1) over Bruce Penhall (45).
DIVISION 2: Nelson Fonte (177).

By Dennis Greene

COSTA MESA, CA, JUNE 24

Enough cannot be said about Kelly Moran. At 16, like his counterpart in horse racing, Steve Cauthen, Kelly has become the winningest rider in the recent history of Speedway. Friday night's win in the Handicap Main Event, after being moved back 10 yards for the start of that event, was like winning the Triple Crown. This young star has to stand on a tool box or a chair to receive his trophy and kiss from most of the trophy girls, who are usually a head taller than he. It is a heavy load carrying all that glory around for such a young man and in the past it has been the downfall of several top riders who are now just a memory. Kelly is under the direction of his father, Tom, and Ken Mack. His head is on straight and within the next two years he could become the youngest rider to take the U.S. National title.

The Current U.S. National Speedway Champ, Mike Bast, showed the fans just how he won the Number One spot in the Nation by running off with all the gold in the Scratch Main Event. Bast also won the Feature Match Race over Bruce Penhall.

Now that Kelly Moran is out of Division Two, that spotlight can fall on someone else. This week it was Rick

Jones, who won the Division Two Main.

This coming Friday night, July 1st, is Fox Night. All females get in Free!

Results

SCRATCH MAIN EVENT: 1. Mike Bast (1), 2. Bruce Penhall (45), 3. Mark Cherry (7), 4. Alan Christian (28).

HANDICAP MAIN EVENT: 1. Kelly Moran (131), 2. Dave Sims (4), 3. Craig Schaefer (29), 4. Dennis Sigalos (30), 5. Larry Kosta (301), 6. Clint Palmer (56).

FEATURE MATCH RACE: Mike Bast (1) over Bruce Penhall (45).

By Tom Blatter

IRWINDALE, CA, JUNE 23

First-year pro Kelly Moran, riding in his initial first division race at Irwindale Raceway, pulled off the biggest upset of the 1977 Speedway campaign at the San Gabriel Valley dirt oval last Thursday night, as the 16-year-old Norwalk high schooler captured one of the most exciting Handicap Main events seen in sometime.

The graduate of Junior Speedway racing started on the 10-yard line in the five-lap feature with a host of top back-yardage riders. They included Gene Woods, off of the 40-yard line, and 50-yard riders, Bruce Penhall, Bobby Schwartz, Alan Christian, and Scott Sivadge. After a series of setbacks because of anxious riders on the back lines, the starting gates finally went up and the teenager Moran took the lead in the first corner.

Woods went to the outside in the first turn along with Sivadge and Penhall, while Christian and Schwartz held the low groove. Moran continued his smooth riding style, as if he was a five-year veteran on the brakeless, 500cc four-stroke monsters, and, after three laps, he still held the top position by several bike lengths.

Finally, Christian, using the low groove to perfection, and Schwartz, following Alan through traffic, closed in on the youngster. As the white flag came out for the final lap, Christian twice attempted to slide his front wheel under Moran's machine in turns one and two, but Kelly was not about to budge. In the final two corners, Christian again tried to slip underneath Moran for the lead.

However, young Kelly held his ground and scored his first Handicap Main event at Irwindale. The victory marked the second handicap main win within the week for Kelly, as he also won at Ventura. Christian had to settle for second in the five-lap feature followed by Schwartz, Sivadge, Penhall, and Woods. Both Penhall and Woods suffered mechanical problems.

In the four-lap Scratch Main, National Champion Mike Bast returned to the winner's circle in a tight battle to the checkered flag. Mark Cherry challenged Bast briefly, but finished second, as Christian and Penhall rounded out the four-rider field.

Another rookie rider, Rick Jones, came from the 30-yard line to capture the Second Division main event last Thursday, while Tom Burba picked up the victory in the Third Division feature.

In the special two-lap match races, Penhall defeated Jeff Sexton for the rite to meet the "King of the Hill," Bast. The four-time U.S. National champion then disposed of "Super Bruce" in the second two-lapper.

This Thursday night at Irwindale will be the annual "Fox Hunt" with all ladies admitted free. ●

Results

SCRATCH MAIN: 1. Mike Bast (1), 2. Mark Cherry (7), 3. Alan Christian (28), 4. Bruce Penhall (45).

HANDICAP MAIN EVENT: 1. Kelly Moran (131), 2. Alan Christian (28), 3. Bob Schwartz (126), 4. Scott Sivadge (34), 5. Gene Woods (3), 6. Bruce Penhall (45).

FEATURE MATCH RACE: Mike Bast (1) over Bruce Penhall (145).

SECOND DIVISION: Rick Jones (191).

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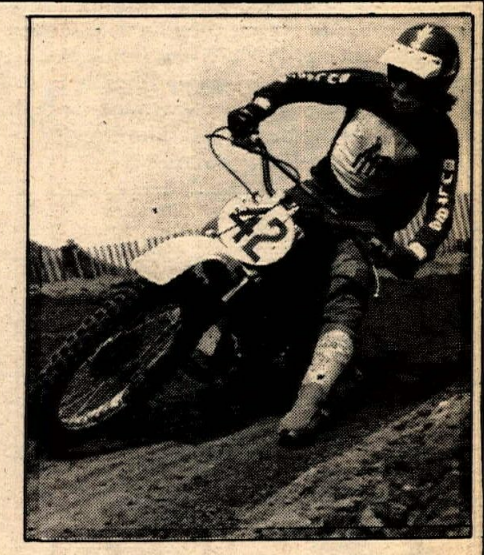

Kenny Zahrt of Team Bultaco

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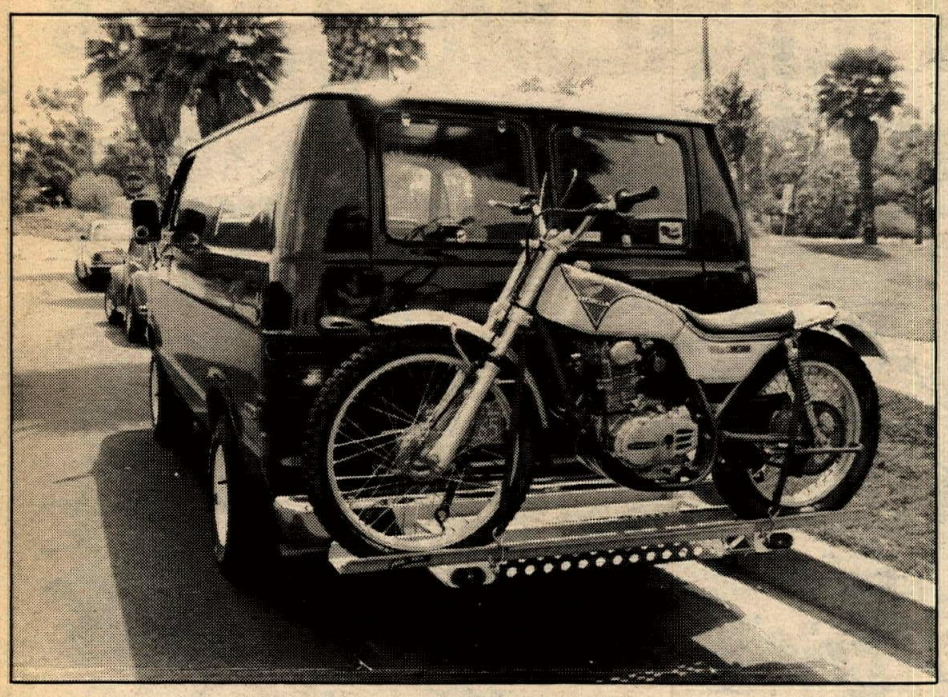

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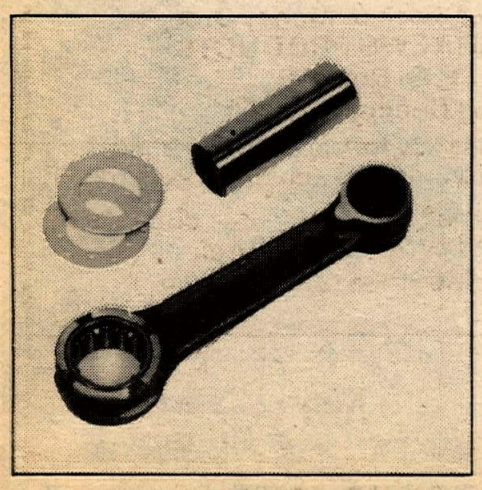
Spend a lot of money to convert your van into a sensuous, seductive boudoir? All that money and you probably feel like the bike you're carrying is watching you and telling the story of your love life to every Honda, Yamaha and Harley between motos. Well, the Hall-Rack Corp. has devised a convenient way to keep that nosy 'sickle outside where it belongs. Without all the fuss and muss of a trailer, the Hall-Rack bolts on easily, requires no license and has been tested with a Harley Sportster on board. How can it miss? They're also offering it at a special introductory price of $129.95 (reg. price $149.95) and dealer inquiries are invited. Hall-Rack Corp., Dept. Privacy, 304 North Water St., Kent, OH 44240.

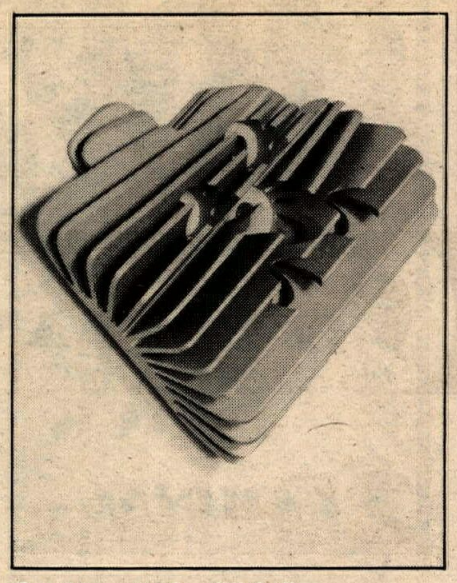
Smuggler's aid

We're sure that when Malcolm Smith developed this gear bag, he only intended it to be used for helmets, jerseys, leathers, boots (hopefully, the ones he makes), etc. but there are forces of evil lurking everywhere. How was the nice customs man supposed to know that the guy who looked like the Great American Motocross Star with his zoot-capri Malcolm Smith Pro Gear Bag was in reality an internationally known jewel thief carrying a fortune in stolen jewels across the border? So keep the image of motorcyclists clean when you buy Malcolm's Pro Gear Bag. Carry the stolen jewels in your socks. The Pro Bag is made of waterproof nylon, costs $29.95 and is available from dealers.



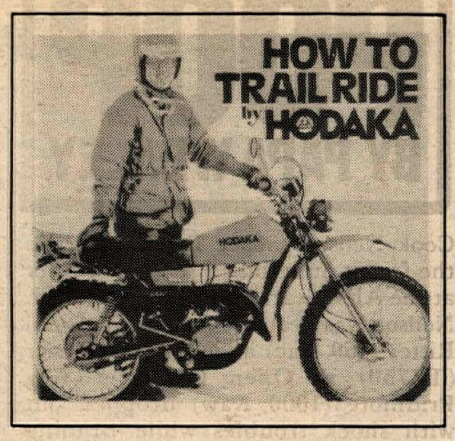
Bubble Blower

At last! A bubble blower for adults. Just grab one of these from DG Performance Specialties, drop by the local five and dime for some soap solution, and whammo! Some folks prefer the huff and puff method, while others do it on the run, the bubble maker trailing merrily along behind them. When not in use making bubbles, this DG rod can be stuffed in the crankcase of an RM125B Suzuki for storage. Wrist pin, lower bearing and thrust washers are included. DG Performance Specialties, Dept. Bubbles, 5552 La Palma Ave., East, Anaheim, CA 92806. (714) 996-4430.



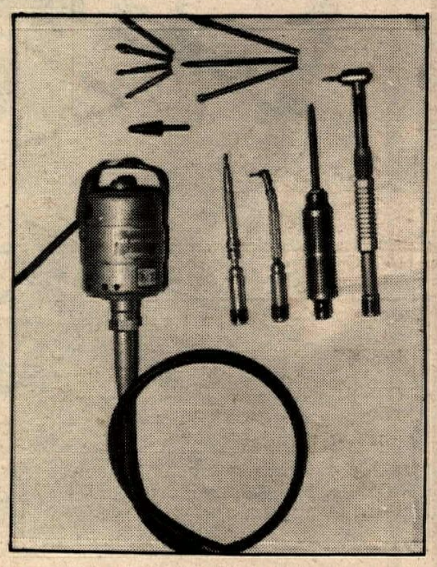
Cool heads for 'lil folks

One well known fact: motocross observers, when seeking out the most expensive, radically-modified bikes around, skip right past the Open Pros and head for the minibikers. The chances of finding a stock minibike at a national event are about as good as the chance of finding chastity in a cathouse. DG, the folks who offer good stuff in exchange for the privilege of parting you and your dollars, have developed a 17-fin radial head for YZ80s and RM80s. The DG head dissipates heat better than the stock version and increases compression for more power, all for a mere $49.95. DG Performance Specialties, Dept. 17 Fine Fins, 5552 La Palma, East, Anaheim, CA 92806, (714) 996-4430.



Lure

The Pacific Basic Trading Co., those irreverent geniuses who brought a generation of dirt bikers the Super Rat, Combat Wombat and the Thunderdog, will stop at nothing (and they unabashedly admit it) to lure prospective customers into Hodaka dealerships. Their perverted logic figures that if they can get someone with 10 feet of a Hodie under any pretenses, that someone will be hooked. The pretense this time is a free book called "How to Trailride by Hodaka." It's full of neat little instructions on how to overcome various (sand, water, hills, mud, etc.) obstacles. So stop by your local Hodaka dealer for a copy. And then keep Oregon green — buy a Hodaka. Beats a puppy all to heck. For a list of Hodaka dealers, write Pabatco, Dept. Freebies, News Releases and Other Merciful Acts, P.O. Box 327, Athena, OR 97813.



CC porting tool evaluation

If you're a speed perfectionist at some time in your racing career the question of porting will inevitably arise. But where does one obtain the needed tools to turn their cylinder into a swiss cheese replica? To do precision work you need precision tools.

Ron Pierce, famous California road racer and winner of the Loudon Superbike Production race, wrote CN a unsolicited three-page letter on how well the tools work. Pierce's letter was a testimonial of how he settled on the CC Specialty line of porting tools. "Even running at extremely low speeds, the motor has super torque," wrote Pierce. "The large cutting tool and CC's long-shanked carbide cutters are great." Also included in the letter were some shortcomings: "The flex cord is the weak link. It will twist in two before anything else goes... (but) if the tool is used properly, it will never happen."

The best way to get into creative home porting is with the CC Specialty's catalogue. We say best because we don't know of any other place you can get everything you would ever need in one place, and the CC line of accessories is quite complete. Along with their catalogue is a list of very impressive people who use the CC tool. Jon "R" Rosenstiel, Kel Carruthers, E.C. Birt, Don Vesco, Don and Gary Jones, Ken Yoshida and Jim Weinert are on the list. Impressive but they probably gets theirs free.

Listed as available equipment is everything from starter specials to the most specialized heads you would ever need. The kits run from under $200 to over $400.

Get it from CC Specialty, Route 4 Box 204, Lawrenceburg, TN 38464.

(Continued from page 2)

THE LATEST POOP BY PAPA WEALEY

Cook Neilson (883cc Duc) ended up the fastest Superbike Production rider at the AFM Sears Point race on July 3. Neilson was beaten by local rider Paul Ritter (860 Duc) and Bruce Hammer (TZ750) in Open GP after Reg Pridmore (1000 Kaw) dropped out with shock troubles while running second. In the Superstreet race later, Pridmore crashed in turn 11 while leading the first lap, and Neilson went from third to first when Ritter was forced outside by Pridmore's crash. Ritter caught and repassed Neilson on the last lap, only to watch Neilson sail past when he (Ritter) backed off for a yellow flag. Neilson's best lap time was 1:54.6.

Several racers have banded together to try and pick up the pieces of the bankrupt Desert Racing Assn. One promoter, Jerry McNeil of the California Racing Club (CRC), is also interested in running some races. The DRA members, including Jack Orndoff, John Gregory and Phil Galdi, have proposed creating a non-profit corporation in which 100 shares at $500 apiece would be sold to provide operating capital. Right now the hold-up in the plans is the Bureau of Land Management (BLM), which has thus far refused to transfer the present DRA permits to the new group unless they buy the DRA. That is impossible, because of the liabilities incurred by DRA and the fact that Ron Burpo, its former head, is nowhere to be found. In the meantime, all DRA members who do not belong to clubs are asked to call (213) 255-2282 and leave their name, address and phone number. Club presidents are asked to send their club rosters to Cleansweep Racing Team, 5283 Eagle Dale Ave., Los Angeles, CA 90041. Those who send their addresses will be kept up to date on developments.

Marty Moates won two international races in Europe over the past three weeks. In his second victory, he suffered a shoulder separation and will be coming home soon for an operation.

Natural bowl scheduled for after the Superbowl

Ticket stubs from the Superbowl of Motocross will get spectators free admission to the California Racing Club (CRC) Duralube $1000 Natural Bowl, Sunday, July 10 at Racing World. Parking is $3 per car.

The course itself is completely natural, with no built-up jumps; and a new 126 foot AMA regulation start gate. It will only be used three more times in 1977. For 1978 the course will be seeded and prepared as a grass-covered track, rarely seen in the U.S., and has been approved for an AMA National Motocross next year. ●

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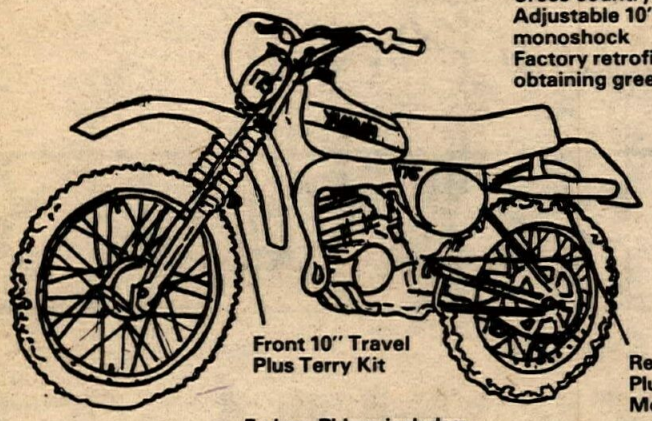

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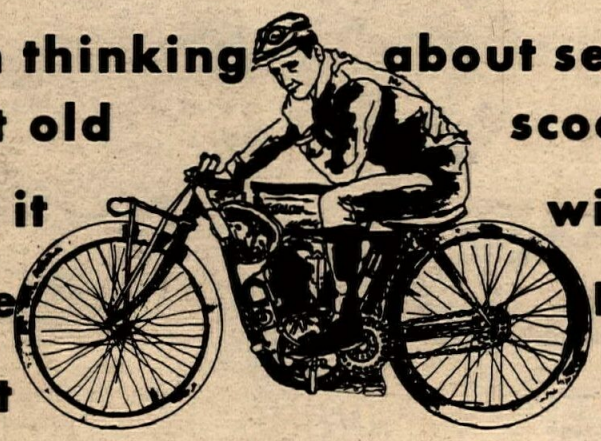

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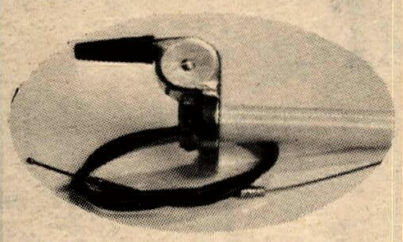

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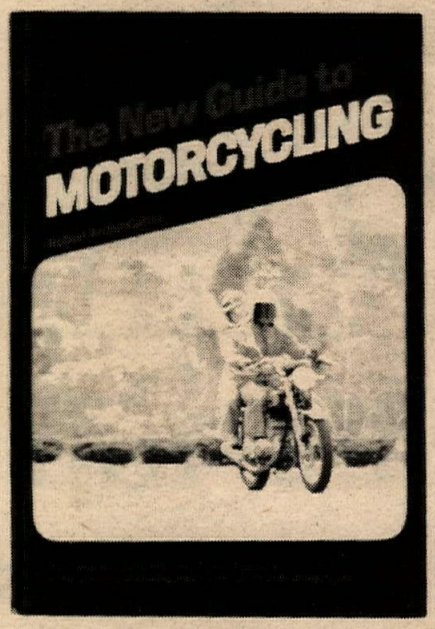


The New Guide to Motorcycling

By Robert Arthur Cutter
Arco Publishing Company

Reviewed by John Ulrich

The cover of *The New Guide to Motorcycling* proclaims the book as "a big, practical guide to the exciting and versatile world of motorcycles — illustrated with more than 80 photographs."

The book is a joke.

When we first started reading, we thought that the little inaccuracies and errors in the book were harmless, and maybe the book would be OK for beginners.

Then we got to the author's discussion of helmets. In that section of the book, Cutter claims that helmets made of General Electric Lexan polycarbonate are actually superior to fiberglass helmets because the Lexan does not absorb impact by delaminating or breaking down as does fiberglass. He furthermore implies that problems with maintaining quality control and consistency lessen the protection potential of fiberglass helmets.

In his statements, Cutter reveals that he knows nothing of the actual state-of-the-art helmet technology. Lexan, a material once more in favor than it is now, has been shown to be very susceptible to variances in molding temperatures. The wrong mold temperature can make Lexan very brittle and unstable, and it is harder to maintain quality and uniformity in Lexan than it is in fiberglass. What's more, Lexan can be made brittle by application of certain types of paint or exposure to pollutants common in urban air.

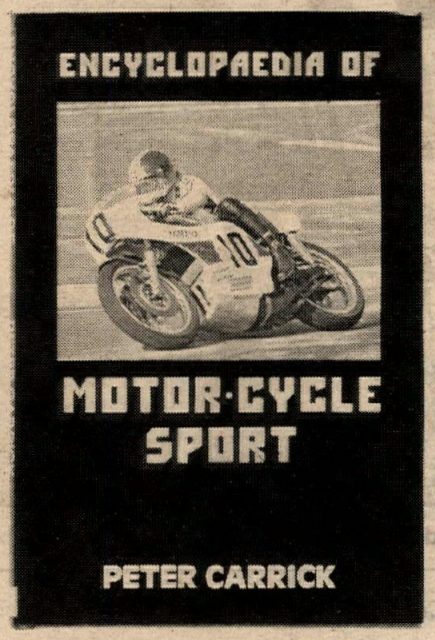
No Lexan helmet has passed the 1975 Snell Memorial Foundation standards, the toughest and best measure of helmet impact protection in the world.

In other parts of the book, Cutter recommends changing the engine oil in a new bike at 100 miles and then at 200 mile intervals until 1,000 miles is reached; advises people to join the "American Motorcycle Association" to get an insurance discount (It's now called the "American Motorcyclist Association," and the insurance program no longer exists); claims that most bikes have four speed transmissions, and that only a few need a five speed; refers to motorcycles as commonly ranging from 50cc to 1,500cc in engine displacement; says that the golden age of motorcycles started in the late 1960s and will not slow in the 1970s (must have missed the industry recession of 1975-1976, eh?); tells readers that dealers sell bikes for $100 above the price advertised by manufacturers and out of that $100 must get profit, set up and delivery; and refers to "as of 1972."

That last item is the key. Cutter's book, although the publication date is July 1977, obviously was written five years ago.

At $3.95, the book is a real storehouse of old, outdated, misinformation with poor snapshots (most of which look to have been shot at only two locations).

Recommend this book only to your worst enemies. ●



Encyclopaedia of Motor-cycle Sport

By Peter Carrick
St. Martin's Press

Reviewed by John Ulrich

Although heralded as "The most comprehensive work of reference on motor-cycle sport ever compiled," covering "the early 1900s to the present day," this "encyclopedia" is in fact more meaningful to road racing history buffs than to people interested in other aspects of motorcycling or in current facts.

For example, Jim Pomeroy, the first American to ever win a motocross Grand Prix, is not listed. Neither are Skip Aksland, Steve McLaughlin, or Ron Pierce, all noted American racers of recent years. The latest win listed under Gene Romero's name is Ontario in 1974 — his more important victory at Daytona in 1975 doesn't make the list.

The book is obviously far from being current or complete, and the off-hand treatment of motocross is laughable considering the current popularity of that phase of the sport.

But the historical roadracing photos are neat, and if you ever want to know who won what class at the Italian road racing Grand Prix of 1954, then this is the book for you. ●

Eddie Lawson came from behind to beat the Juniors.

(Continued from page 18)

midst of the argument, Boody came along and passed first Springsteen, then Scott to take sole possession of second.

By the midway point in the race, the leaders had split themselves into three groups: Kidd and Boody were out in front 100 yards in front of the next group, Scott, Springsteen, and Steve Eklund. Eklund had passed Kenny Roberts and Steve Morehead, who were having quite a battle of their own. Keener had retired earlier with a loose rear axle. "It was just one of those boo-boos" said Harley-Davidson team boss Dick O'Brien of the improperly tightened nut.

Springsteen took third away from Scott for good a few laps from the finish, and Eklund also went by three laps from the end.

Roberts triumphed over Morehead, finishing sixth. Goss passed Morehead as well, to wind up seventh.

"You make your own luck," said Kidd after the race, referring to his earlier San Jose appearance. Sponsor Lawwill was also quite happy, but reported that there were money troubles. "The sponsor needs a sponsor," Lawwill said. "Unless we get some outside money, things look very bleak for next year."

Roberts reported improvement on the hand he injured in a short track race a few weeks ago. "It's getting a lot better. I could pretty much rely on it." Oddly enough, considering that Yamahas were down on power compared to the Harley-Davidsons a year ago, Robert had problems with *too much* horsepower. "I had too much horsepower. I'd just get on the straight and it would fishtail. It'd spin the tire halfway down the straightaway." ●

Results

FINAL: 1. Mike Kidd (H-D). 2. Ted Boody (H-D). 3. Jay Springsteen h-D). 4. Steve Eklund (H-D). 5. Hank Scott (Yam). 6. Ken Roberts (Yam). 7. Randy Goss (H-D). 8. Steve Morehead (H-D). 9. Mike Collins (H-D). 10. Rex Beauchamp (Nor). 11. Gary Scott (H-D). 12. Mert Lawwill (H-D). 13. Corky Keener (H-D). 14. Skip Aksland (H-D).
Time: 8.49.79 = 67.951 mph.

FIRST HEAT: 1. Kidd. 2. Eklund. 3. Lawwill. 4. Gary Scott. 5. Don Carlyle. 6. Randy Skiver. 7. Lowel Moural. 8. Vince Mead. 9. John Hateley. 10. Gene Romero. 11, Bob Scally. 12. Art Fredenburg.
Time: 4.20 = 69.193 mph*
* New track record.

SECOND HEAT. 1. Corky Keener. 2. Springsteen. 3. Aksland. 4. Pat Marinacci. 5. Mike Myers. 6. Richard Wascher. 7. Bill Oliver. 8. Paul Bostrom. 9. Dan McWhorter. 10. Danny Hockie. 11. John Sperry. 12. John Gennai.
Time: 4.25.54 = 67.786 mph.

THIRD HEAT: 1. Hank Scott. 2. Collins. 3. Goss. 4. Beauchamp. 5. Doug Sehl. 6. Bob Sanders. 7. Vern Johnson. 8. Pat McCaul. 9. Mark Legarra. 10. Terry Dorsch. 11. Mike Sullivan. 12. Walt Foster.
Time: 4.26 = 67.664 mph.

FOURTH HEAT: 1. Boody. 2. Roberts. 3. Morehead. 4. Chuck Palmgren. 5. Rick Hocking. 6. Steve Fortune. 7. John Allison. 8. Randy Scott. 9. Randy Gibbs. 10. Charlie Brown. 11: Mickey Fay. 12. Earl Roloff, Jr.
Time: 4.25.31 = 67.845 mph.

FIRST SEMI: 1. Gary Scott. 2. Marinacci. 3. Moural. 4. Skiver. 5. Wascher. 6. Carlyle. 7. Oliver. 8. Hateley. 9. Myers. 10. McWhorter. 11. Bostrum 12. Mead.
Time: 4.26.45 = 67.554 mph.

SECOND SEMI: 1. Beauchamp. 2. Palmgren. 3. Sehl. 4. Hocking. 5. Sanders. 6. Allison. 7. Johnson. 8. Randy Scott. 9. McCaul. 10. Legara. 11. Gibbs. 12. Fortune.
Time: 4.26.23 = 67.610 mph.

TROPHY DASH: 1. Palmgren. 2. Sehl. 3. Hocking. 4. Marinacci. 5. Sanders. 6. Skiver.

JUNIOR INVITATIONAL: 1. Eddie Lawson (Yam). 2. Richard DeLacy (Yam). 2. Don Bailey (Yam). 4. Danny Hogue (H-D). 5. John TAvis (Tri). 6. Craig Robinson (Yam). 7. Steve Carillo (H-D). 8. Rod Spencer (Yam). 9. Brian Brown (Yam). 10. Rod Sexton (Yam). 11. Geoff Lowe (Yam). 12. Tim McWhorter (Yam).
Time: 4.29.27 = 66.847 mph.

CAMEL PRO SERIES POINT STANDINGS: 1. Jay Springsteen 127. 2. Ted Boody 118. 3. Kenny Roberts 102. 4. Steve Eklund 84. 5. Gary Scott 74. 6. Corky Keener 67. 6. Mike Kidd 67. 8. Steve Morehead 62. 9. Hank Scott 40. 10. Skip Aksland 37.

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PHOTOS BY RON LAWSON

(Above) Drew Nelson (57) laps Ric Emmal in mid-air during DeAnza 250 Pro action. (Below) John Pelto (66), Mark Detter (56) and Drew Nelson chase 250 Pro winner Danny McDougal.

(Continued from page 31)

overall junior winner. In each moto, DiBernardo did some super racing to work his way through the pack taking second in moto one and first in moto two. His toughest competition came from Randy Pretzer and Sean Little, both Pesky Suzuki riders, who took second and third. ●

Results in Results Section.

McDougal brothers dominate CRC DeAnza MX

By Ron Lawson

SUNNYMEAD, CA, JUNE 26

Danny McDougal's RM250C was less than two days old when he put it to the acid test in CRC's pro class at DeAnza. When the starting line erupted for moto one, McDougal took an immediate lead. Mark Detter (Suz) followed at a conservative distance while Bill Pelto (Yam) fought to hold off Drew Nelson (Suz). As the race progressed, McDougal put more and more distance between himself and the rest of the pack. By the halfway mark, he was way out of sight. Detter was too concerned with keeping second against a hard-charging Nelson, who had passed Pelto and was riding with aggression. As the race came into its final laps, Nelson moved into second and finished there. Detter remained in third and Pelto got fourth.

In their second moto, Nelson and Detter shot out of the hole side-by-side. Nelson took little time to establish the lead for himself. McDougal, who started in the middle of the pack, had worked up to the leaders by the second lap. The next time they came around, McDougal was in the lead. Pelto also passed Detter on that lap for third. The only change in the remaining nine laps was the size of McDougal's lead, which grew and grew. Bob Ridgway (Mai) took fifth.

Danny's brother, Mickey McDougal (Suz), also had a successful day in the 125 Intermediate class. Jon Friesen (Suz) was the only one who could even offer a little competition. Friesen dropped out of moto one after leading briefly. This gave McDougal an undisputed win ahead of Todd Baldwin (Suz). In the next moto, McDougal was once again in the lead. Baldwin was in second while Friesen battled with Danny Burtt (Yam) behind him. McDougal continued to open his lead to the end of the race. Friesen got around Baldwin, but couldn't reel in the flying Suzuki before the checkered flag. McDougal's holeshot was repeated once more in the last moto. Burtt followed until Friesen passed him on the second lap. Friesen got a second overall despite his first moto DNF. Baldwin got third.

250 Intermediate Mike Meshkoff (KTM) scored a perfect race as well, with three straight moto wins. In the first two races, no one was close enough to offer a serious challenge, but in the final round, Mike Taylor (Kaw) gave him a run for his money. Taylor still got second, but received a big "thumbs up" from Meshkoff as they pulled off the track. Roy "Cowboy" Burton (Suz) got third overall.

The big-bore pros were dominated by Mark Ellis on his new Yamaha. The two Huskys that followed were piloted by David Hopkins and Jeff Ritz. ●

Results in Results Section.

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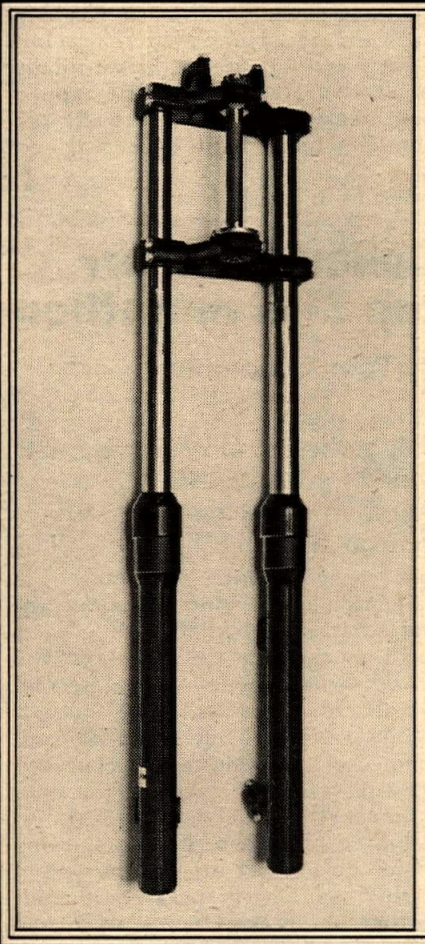

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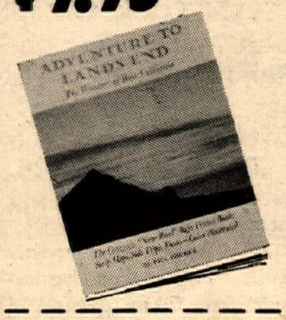

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NORTHERN DATELINE

MacMurray doubles on NorCal speedway weekend

By Stephen J. Rooney, Jr.

SACRAMENTO, CA, JUNE 24

Mike Faria and Steve Bast came into the Scratch Main with perfect scores, both taking their heat and semi. Rich MacMurray and Ron McGill were the others in the main. As the fans awaited the start of what everyone thought would be the hottest race of the night, Steve Bast had a momentary lapse and broke the tapes. When the gate went up MacMurray broke on top into the first turn and managed to hold off Faria for the four laps. Faria had his wheel under MacMurray's in every turn and MacMurray never put more than a bike length on Faria the entire race. McGill had to settle for third.

Larry Shaw took another perfect score into the Handicap Main. Coming off of the 50-yard-line he won his heat and his semi. Glen Hutchinson ran second to Shaw in both events. Steve Bast came into the main with two wins. Shaw tried for five laps to overcome the 50 yards, but Glen Hutchinson was not to be denied and held on to take his first-ever Handicap Main. Following Shaw in third place was Bast with Faria in fourth.

Mike Cannon, returning after a month's absence, overcame his 30-yard handicap and took the Division Two Main. Jim Ross was second and Larry Rippenkroger took the show position.

In the Junior event, Lance King held off Jim Sisemore and Ron Kirby to capture first place.

Results in Results Section.

FOLSOM, CA, JUNE 25

Tonight's Scratch Main turned out to be a carbon copy of last night's event at Cal Expo. Only the supporting cast changed. Rich MacMurray blasted out of the tapes and into the lead on the first turn. Mike Faria went to the outside, had his wheel alongside on the inside, dropped back to look the situation over and tried all over again. Faria's efforts were all to no avail as MacMurray held his line to score his second Scratch win in two nights. Randy Davis and Larry Shaw were in the third and fourth positions.

In the Handicap Main, it was an all-Faria show. Mike Faria and Dave Faria just squeaked into the main on the basis of their third place finishes in the semis. When the gate went up, Mike came roaring off the 50-yard-line. He moved into the lead on lap three and pulled David right along with him. Following the Faria train across the line was Bill Zirkle in third, then Dennis Pyeatt, Dave Cooper and Randy Davis.

In Division Two action, Larry Rippenkroger, in his fourth Speedway race, came home a winner. Rich MacMurray has beenhelping Rippenkroger get started and even came out to show him how to handle the trophy girl. Mark Weston and Jim Ross were the runnerups for the event.

Jim Sisemore, having to settle for second at Cal Expo last night, decided to show the rest of the Junior riders how to do it. He took the Junior Main over Ed Ingles, Lance King and Harlan Bast. ●

Results in Results Section.

Moyer blows up borrowed bike at SHR MX

By Tom Anderson

BRENTWOOD, CA, JUNE 17

There is always a moto that stands out, and tonight it was in the 250 Intermediate class. Gary Moyer borrowed Jim Hartbauer's Maico. It took him the first moto to get used to the new bike. In the second moto, Moyer was last off the line and he came on like gang-busters! He passed Sherman Wong like he was stopped, and was on his way to overtake the rest of the pack. However, good things don't always last and the Maico didn't either. Down the main straightaway, the bike went *boom* and stopped, leaving the win to Randy Martin.

Bill Green, riding a Yamaha out of Dirt Works Shop in San Jose, completely dominated the Mini Novice class with two wins. Al Deshaies and Kevin Miraglio had a run-off to break their tie in the Six Weeks Series with Miraglio winning the big trophy.

The Old Timers/Vets event was a good race between Jim Hartbauer and Jack Lewis, with Lewis going under Hartbauer, causing him to go over the big berm and Lewis taking the win.

The beginner class has finally gotten down to *beginners* with local rider Ernie Sanchez taking the win. Chris Wilde was thrilled with a third place and his first trophy ever. Mike Miller took second.

Joey McCrummen completely ran away with the 125 Novice race. The real race was for second with Greg Brown and Dave Carkuff going back and forth and Brown ending up in front.

The Open Experts had one happy guy, Greg Cheatham. He won the final moto; after losing to Phil Anderson in the first moto. Anderson couldn't hold on in the second round so Cheatham won overall and took the first payback since he turned expert. ●

Results in Results Section.

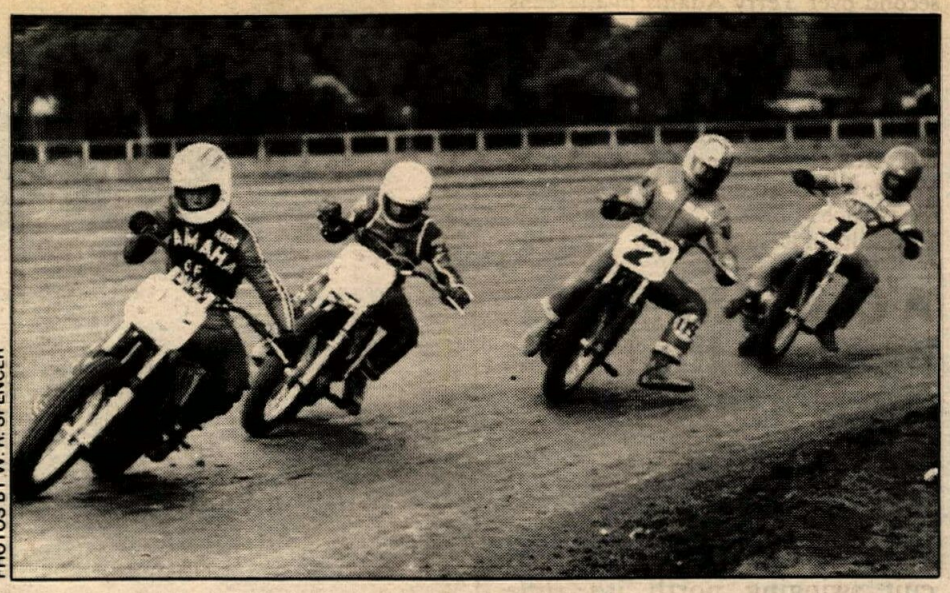
Skiver, Hurst duel at Castle Rock TT

By Robyn Fisher

CASTLE ROCK, WA, JUNE 18

John Wincewicz, on a Powroll Honda owned by Clyde Root, was really cooking. His heat race was the fastest ever run by a novice at Castle Rock. Wincewicz went to the main and thundered through to take the win.

The stage was set for the Junior Main. Top-seated Lester Huey (Tri) anticipated the green light and was sent back to the penalty line. Brian Peterson (Yam) took the lead off the line, and built up a sizeable lead by the halfway point. After starting in last place, Huey worked his way up to fourth, then charged into second — knocking on Peterson's door. The lead changed from Peterson to Huey and back to Peterson again. Peterson finally came out on top.



PHOTOS BY W. R. SPENCER

Keith Day (22) and Jeff Haney (75) lead eventual winner Don Bailey (1) and Rusty Davis at San Jose.

In the Expert Main, Brad Hurst (Tri), grabbed the lead off the line. Randy Skiver (Tri), back in the pack, looked like no threat to Hurst, who stretched his lead as Skiver worked his way up through the pack and was soon breathing down Hurst's neck. Keeping up a good ride, Hurst poured it on but Skiver was still charging. Skiver finally got around Hurst and Hurst zapped him back. Hard-charging Skiver thundered under Hurst once more and won. ●

Results in Results Section.

Calicurra/Knarr top SHR marathon

By Tom Anderson

BRENTWOOD, CA, JUNE 19

Billy Calicura and Ronnie Knarr joined forces on a 400 CZ to lead every lap of the two-hour marathon at Sand Hill Ranch. The win came despite the fact that Calicura had not ridden for some time and Knarr's history of leading races and then tiring in the final laps. Bill Scarlett rode alone to take second overall and second in the Open class.

The Steve Bevilaqua/Conrad Schmeckel team won the 250 class, but it wasn't a boring race for the duo. Schmeckel crashed four times, including one where he was showing off for Bevilaqua's movie camera and crashed over a berm, nearly nailing his partner. As in the Open class, a solo rider took second. Joe Bertrano did the honors.

Mike Newman won the 125 class, leading all but two laps. Henry Leslie, the class winner in the last marathon, challenged Newman, but had to settle for second. The 100 class win went to a local team, Ernie Sanchez and Tony Carroillo. ●

Bailey wins two at D-36 San Jose half mile

By W. H. Spencer

SAN JOSE, CA, JUNE 19

Reigning D-36 short track champion Don Bailey proved his potential with a pair of brilliant rides to handle what may have been the only sportsman half mile show of the year at the San Jose Fairgrounds. Bailey emerged from the 360 Experts with a wire to wire victory and nine white plate points, and then made a snappy come-from-behind effort in the Open exhibition race to beat out Jim Mertens on his Lillie-tuned, Shell-framed 750 Yamaha.

Mickey Krusemann took the lead in the 250 Expert "A" Main while Rick Delacy tucked his Team Cancilla Yamaha into second just in front of Mike Inderbitzen. Inderbitzen proceeded to pass Delacy with ease and slipped by Krusemann on lap six and hauled out a fairly substantial lead by the checkered. Krusemann tried to hang onto second but to no avail, as on the last lap, Brian Thompson walked his Tom Orlando-tuned Yamaha into second while Delacy, Jim Filice and speedway ace Mike Faria dueled it out for the remaining pay spots.

The "B" Main was a little different with Kim Jorgensen and his dad's Can-Am just too much for the rest of the field. Jorgensen led it with ease and won easily over Keith Day, who was on a Salinas Yamaha-sponsored machine. Bailey kept the old guard prevalent with a solid third over Rusty Davis, who is slightly off tune since his engine cases scattered a week ago.

Bailey came back with an impressive 360 Expert win over Faria and Phil Howard.

In practice for the big-bore exhibition class, Bailey had a problem with his new Yamaha but Harry Lillie just proceeded to strip down the motor, obtain the proper parts and promptly put it all back together. The main appeared to belong to Jim Mertens but he may have gotten a little over-confident and after giving up his garbage can ways, he spent the last two laps a little too sideways and Bailey found a good shot in fifth gear and won. Buddy Robinson and Rick Delacy had a good go for third and fourth.

Tracy Hayes wowed everyone in the 80 Expert class with a come-from-behind victory on a Jorgy Suzuki, passing Bob Ely close to the end while Chris Carr made his first appearance on the half-mile oval a successful venture with a third.

Brad Brown took the combined 100 Novice/Junior for Jensen Cycles with Chris Baker coming off the wall for second. Gary Johnson picked up the expert points for the 100 Expert over Jeff Valentine while Mike Redding came all the way from Southern California to win the 125 Novice race.

Dave Rosa made it look easy with wins in 125 and 250 Junior competition for International Cycle

Center, with Bobby Trono taking second over Terry Adams in the 125s and Ronnie Stout coming in over Bob Zimmerman in the 250 race.

The new 500cc class Expert Main was won by Rick Hocking while Jeff Buckner took the Junior Main on his KR Racing-framed single. Don Whitlow was all smiles after winning the Novice Main. ●

Results in Results Section.

A Castle Rock TT preview: the night the Northwest does its thing.

By Liz Swanson

With the Camel Pro series circuit swinging north it's time again for the mile and half mile specialists to meet the TT specialists of the Pacific Northwest at Castle Rock, Wash. on July 9.

Could it be possible that the "King" of the Castle Rock TT, Chuck Joyner, could be dethroned this year? Taking a look at the competition and their records it seems very possible. Randy Skiver of Everett, Wash. has got riders in the Northwest wondering if they are ever gonna stop checking out his rear suspension (that's only if they can get close enough). Skiver has won every race this year at Castle Rock.

There's Charlie Brown, who for the last two years has led it. Now there is the California "Dark Horse" who led the Houston TT but only to fall — Bruce Hanlon in his junior year was .02 of a second from the track record. Don't underestimate the power of Hanlon; he hasn't ridden since Houston but he's ready to go and he's riding the bike that won Castle Rock last year, owned by Leo Swanson.

Gary Scott, who has two Castle Rock wins under his belt and has been in the top three so many other times, will be looking for his third National win and needed points. Ted Boody, who as a rookie expert dazzled the crowd with his "go for it" riding, will be one to watch for with one National win this year he's ready to go.

John Hateley will be one to contend with. With one TT win this year he's already proved his ability.

The veteran of the circuit, Sonny Burres, is going strong and so is his bike. With one previous Castle Rock win and numerous places in the top three you can bet the "old timer" will be out there teaching the kids how it's done.

An added attraction will be a junior invitational consisting of the top juniors in the region.

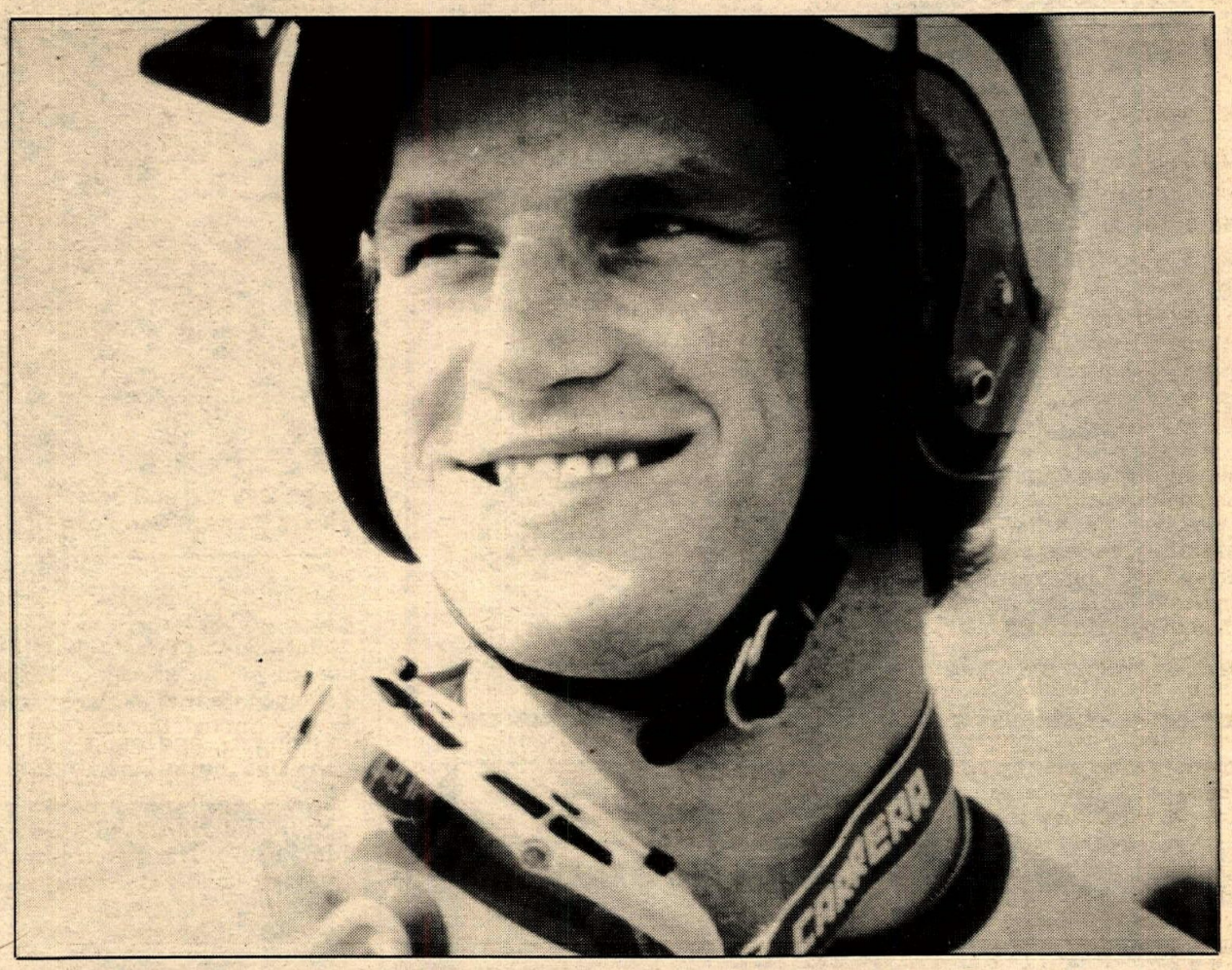
The night before the National there will be a junior-novice night (July 8). With the top novices and juniors out to see who is "King of the class." Some of the top novices are Dan (Butch) Brown, John Wincewicz, Jack Darhling, Eric Swanson, Jeff Celorie, Mike Adaire, Ray Dugan (the Calif. "Hot Shot"), plus a long list of others.

Some juniors who will be out battling for the gold are Jeff Fischer, Terry Weigand, Lar Trulson, plus California's Jim Mertins, Eddie Lawson, Dan Houge and Rick Grahan along with many, many more.

There are so many names not mentioned and riders who will surprize everyone. Pick your favorite rider and watch him or her (Diane Cox will be there) try their hand July 8-9 at the spectacular TT at Castle Rock, Wash. Time will tell if the "King" will keep his crown.

The battle's on! ●

winners wear



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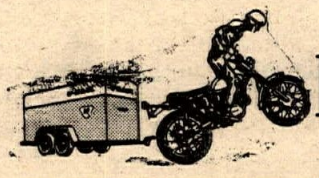

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NORTHERN DATELINE

PHOTOS BY BRAD STANKEY

Losing it...and lost it — the two-part story of Tory Sappongton crashing in the Deschutes Open Intermediate race.

NEXT WEEK:

Hyper-active Machines and People:

A look at 125cc MX rocketships and the guys who twist the wicks.

By Jim Gianatsis

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Mike Daniel grabs the gold at Deschutes MX

By Brad Stankey

BEND, OR, JUNE 19

Mike Daniel took the overall win in the 125 class at Deschutes Cycle Park on his Yamaha by taking second in the first moto and grabbing the win in the second moto. Allen Graves took second aboard his Suzuki by finishing first and third in his motos, with Lyle Kienski on a Yamaha taking third.

In the Mini Junior class Bob Haynes received the win by taking both motos on his Suzuki. Second place went to Scott Prestwood (Yam) followed by third place Danny Winters riding a Yamaha. The 100 Junior class was a follow-the-leader race with Jeff Fritz (Suz) winning both motos. James Neff (Yam) came in second with Mike Olk (Suz) taking third.

In the 250 Junior class the win went to Joe McCormic riding for S&S Yamaha. Bill Dowers, riding a Husky, was second with Mark Dowers, also on a Husky, taking third.

The 125 Intermediate class saw David Link (Suz) winning he first moto with Bob Horton (Suz) finishing second. In the last moto Bob Horton took first winning the tie breaker and taking the overall win. David Link came in second followed by John Batzor riding a Yamaha taking third.

The Open Pro class found Rod Kentner riding for S&S Yamaha again in the lead. None of the local riders seem to be able to catch Kentner with his fast lines and his smooth style. Tracy Lantz (Mai) came the closest coming in second. Dave Sheppard took third riding a Save on cycle Suzuki.

In the Turkey class Sonney Neff took the overall win by getting first in both motos aboard a Suzuki. Rod Stradley came in second (Yam), with Mike Winters taking third riding Yamaha. The Open Intermediate class found Dan Marcoulier (Yam) doing a fine job of riding and taking his second straight win. Second place went to Tory Sappington (Suz) after coming back from an earlier crash in practice. ●

Results in Results Section.

Central Pipeline

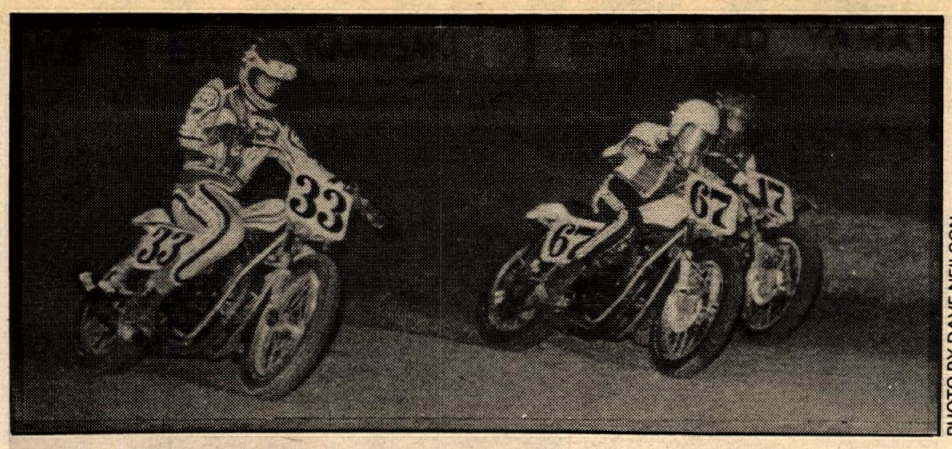

PHOTO BY DAVE NEILSON

Wes Powell (33) takes the outside at Ross Downs in Texas as Freddie Spencer (17) tries the line inside of Shobert.

500cc National slated for Lake Whitney

The 500cc National Motocross series gets underway at Lake Whitney, Texas on July 17 with some extra frills. Instead of being at the usual motel race headquarters, registration and tech inspection will be held on Saturday, July 16 on the courthouse square at nearby Hillsboro, from 4:00 to 6:00 p.m. This will give race rans an opportunity to look over the latest bikes and talk to the favorite riders. (the pits are closed to the public on race day.)

On Sunday, pre-race ceremonies include Dallas Cowboy all-time great Bob Lilly (who will deliver the invocation). Aerobatics will be performed by DeVaughn Mitchell of Mosier Valley fame. Free-fall artist Bob "Superman" Pope will parachute to the starting grid. Airplane ride s will be available Saturday and Sunday, providing a neat chance to get a view of the beautiful Lake Whitney area and the famed Cycle Ranch course. With the shaded camping areas and the Brazos River nearby for a cool swim or fishing, it looks like a great motocross weekend shaping up.

Logston and McIntyre cash in at Alamo MX

By E. Wright

ALAMOGORDO, NM, JUNE 4

La Luz Speedway hosted the last race in the South-Eastern New Mexico Championship Series with a record turnout. Open Expert action saw Scott Logston (Yam) jump into the lead and start to run away with it when on the fourth lap his motor locked up solid, giving the lead to Scotty Slayton (Yam). Slayton went on to win with Maby McIntyre (Yam) second after a first lap crash. Joel Craig (Mai) took third.

In the second moto, McIntyre led all the way with Slayton second and Wes Willis (Hus) third.

The 250 Expert was a close race all the way. McIntyre took the lead with Joel Craig, "Flyin" Ryan Armitage (Mai) and Logston (Yam) in hot pursuit. Logston worked up to the lead with Craig taking second and McIntyre third. The second moto was a replay of the first, but when Logston caught McIntyre, he wasn't about to give up the lead and the two of them raced side-by-side until the last lap when Logston was forced over a berm by McIntyre. Logston recovered for second (first overall) with Craig third.

The first moto of the 125 Expert class was a hair raising duel between Logston and McIntyre. There's no love lost between these two riders and they passed and repassed each other the whole race with McIntyre first at the finish while Scotty Slayton was a distant third. Logston took the second moto lead and rode hard to take first with McIntyre a close second, but not close enough for any pressure. Slayton again took third. ●

Results in Results Section.

Spencer and Minonno do business at WERRA RR

HALLETT, OK, JUNE 12

Motorcycles and country music teamed up for a weekend as road racing returned to Oklahoma. 5000 spectators were on hand at Hallet Motor Racing Circuit, in Hallett, Oklahoma, as 175 entrants from 10 states completed for awards in 15 classes on a hot June day.

The Western/Eastern Road and Racing Assn. (WERRA) races, promoted by KTOW/KGOW radio stations, in conjunction with the Hallett Motor Racing Circuit were presented by the Central Road Racing Club, headquartered in Austin, Texas.

Big winners of the day included the ever-present 15-year-old Shreveport, LA wizard, Freddie Spencer, racking up wins in the 410 Production, 410 Cafe, 125 Grand Prix and Formula Three Grand Prix classes. Spencer's other finish was a second to Jon Minonno in the 750. Cafe class. Minonno, the Big "D" Triumph rider, also scored wins in the 750 Production, Open Cafe and Formula One Grand Prix classes.

National WERRA points leader Dirk J. James from Terra Haute, IN, again outscored the field by scoring a total of 99 points by placing as top novice in the 410 and 550 Production and 410 Cafe classes.

Can-Am rider Bucky Patterson had a big day by defeating perennial winners Mark Campise in the 250 Cafe class and Duncan Paul in the Formula Four Grand Prix class. Campise, who had to ride his Can-Am 20 miles to the track after his tow truck broke down, was able to regain some glory for Team 315 by winning the 250 Production class over Patterson. Duncan Paul will join the two winners in the small production class in future meets with his new RD 250 Yamaha and a vow to defeat the Can-Ams.

Results in Results Section.

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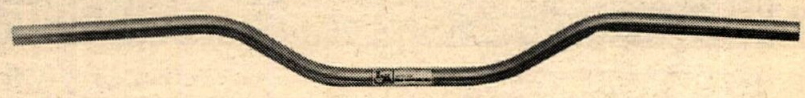

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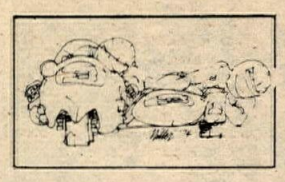

AMA Point Standings Cal Expo & Folsom Speedway Races Thru June 25

Rich Mac Murray	83
Mike Faria	75
Steve Bast	64
Larry Shaw	60
Marty Benck	38
Ron McGill	29
John Cook	25
Dennis Pyeatt	24
David Faria	24
Paul Orlandi	23
Randy Davis	23
Randy Marsh	15
Mike Bast	14
Duane Yarrow	12
Don Loveless	9
Mike Rooney	9
Jeff Collard	8
Dennis Robinson	7
Rick DeLacy	5
Matt Jackson	2
Jerry Baugh	2
Glen Hutchinson	2
John MacDonnell	1
Bob Holmes	1
Dave Cooper	1
Cliff Ball	1

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CMC Motocross Speedway 117 Chula Vista, Calif. June 22, 1977 By Rod Eschenburg

MINI JR	
John Carter	Yam
Chris Swift	Yam
Scott Swift	Suz
100 JR	
Jeff Nuss	Suz
Brian Fuller	Hon
Mike Cady	Yam
125 PRO	
Terry Shekell	Yam
Mike Tripes	Yam
Tony Gomez	Yam
250 PRO	
Aaron Bassett	KTM
Kris Grodzicki	Bul
500 PRO	
David Gerig	Suz
Fritz Schlegel	Mai
125 INT	
Scott Anderson	Yam
Jack Clawson	Yam
Joel Moore	Hon
125 JR DIV I	
Steve Gall	Yam
Keith Pagel	Yam
Chris Harrold	Yam
125 JR DIV II	
Steve Galea	Yam
Bill Curren	Yam
Dan Worley	PCS
125 JR DIV III	
Douglas Berg	Yam
Richard Agundez JR	Yam
Jerry Trimble	Suz
250 INT	
Abian Lelevier	Suz
David Fisher	Kaw
Jim Hanley	Mai
250 JR DIV I	
Skip Wamsley	Yam
David Hudson	Suz
Steve Pata	Hon
250 JR DIV II	
Bryan Jan Order	Suz
Tom Bolton	Suz
Scott McGervey	Suz
500 INT	
Frank Duran	Suz
Chris Chaffee	Yam
David Metje	Suz
500 JR	
Les Francisco	Suz
Roger Lorton	Suz
Jimmy Gibson	Suz
3 WHEEL P.P.	
Kris Larson	Hon
Marte Mott	Hon
Janet Bricker	Hon
3 WHEEL DIV I CLASS I	
Mark Weixeldorfer	Hon
David Hecker	Hon
Curt Barnes	Hon
3 WHEEL DIV II CLASS I	
Steven Johnson	Hon
Gary Brown	Hon
Paul Ellwood	Hon
3 WHEEL CLASS II	
Jim Babbitt	Hon
Durk Fuson	Hon
David Hecker	Hon
3 WHEEL CLASS III	
Michael Bilbo	Hon
John Sutherland	Hon
David Hoyt	Hon
3 WHEEL CLASS IV	
Mark Weixeldorfer	HOn
Ralph Goodwin Jr	Hon
Dean Sundahl	HOn

Sand Hill Ranch MX Brentwood, Calif. June 17, 1977 By Tom Anderson

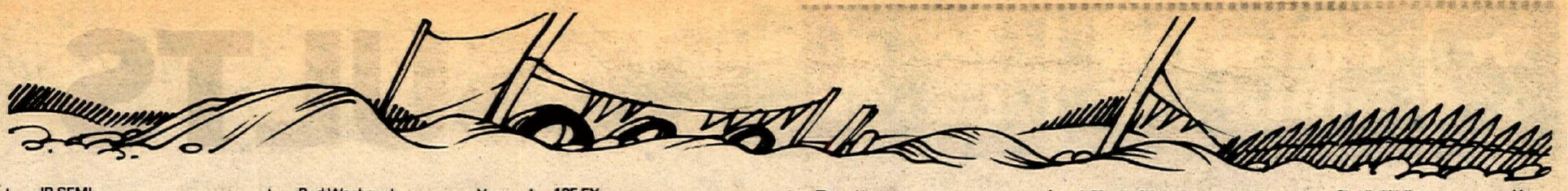
MINI NOV	
Bill Green	Yam
John Looney	Yam
Kevin Miraglio	Suz
MINI INT	
Gary Johnson	Yam
100-125 BEG	
Ernie Sanchez	Suz
Mike Miller	—
Chris Wilde	Hon
100 NOV	
Byron Estes	Yam
125 NOV	
Joey McCrummen	Yam
Greg Brown	Kaw
Dave Carkuff	Suz
250 NOV	
Gary Lyke	Suz
Chris McManus	Suz
Gary Christian	Suz
OPEN NOV	
LEonid Wodopianor	Suz
Rod Brasel	Yam
Art Aorvath	Mai
250 INT	
Randy Martin	Suz
Sherman Wong	Suz
125 EX	
Greg Greener	Yam
OPEN EX	
Georgel Cheatham	Hus
250 EX	
Joey Schlag	Yam
VETS NOV	
Mike Underhill	Yam
Parra Osiochan	Dms
VETS EX	
Jim Hartbauer	Mai
OLD TIMERS	
Jack Lewis	Bul
ODYSSEY	
Jeff Billings	Hon
Dave Dixon	Hon
Kenny Sawyer	Hon
MINI MONEY	
Sherman Wong	Suz
TROPHY DASH	
Parra Osiochan	Dms

A.M.E. Youth Div. Summer Series Indian Dunes Valencia, Calif. June 26, 1977 By Judy Greenberg

PEE WEE STK	
Warren Provost	Ind
Jim Malott	Ind
Travis Delgado	Ind
PEE WEE MOD	
Cooky Bajczy	Itj
R. Swearinger	Mv
JR CYC STK BEG	
Ricky Dumo	Itj
Charles Simmons	Hon
Jessica Swearinger	—
JR CYC STK JR	
Eddie Robison	Itj
Buddy Dumo	Itj
Steven Clinger	Itj
JR CYC MOD JR	
Don Feeley	Itj ½
Eddie Robision	Itj
Buddy Dumo	Itj
JR CYC MOD EX	
Tim Tomaselli	Itj
Paul Denis	Itj
JR CYC INT	
Tim Slayton	Hon
Brian Eckess	Hon
0-83cc STK 6-8 YRS	
Brent Bowers	Yam
Gary Szilagyi	Suz
Scott Zastrow	Suz
0-83cc MOD 6-8 YRS	
Brent Bowers	Yam
Eddie Hicks	Suz
Gary Szilagyi	Suz
0-83cc STK BEG 9-11 YRS	
Brian Eckess	Yam
Jason Wagner	Yam
0-83cc STK JR 9-11 YRS	
Mike Riley	Yam
David Seekins	Suz
Randy Jognson	Yam
0-83cc MOD JR 9-11 YRS	
Tim Tomaselli	Hon
Ron Williams	Yam
Duane Headworth	Yam
0-83cc MOD INT 9-11 YRS	
Jim Busby	Yam
Paul Denis	Yam
0-83cc STK BEG 12 & OVER	
Gary Richenback	Yam
Nick Hop	Yam
Peter Meyer	Yam
0-83cc MOD BEG 12 & OVER	
Lalo Del Rosario	Yam
Fred Heldberg	Suz
0-83cc STK JR 12 & OVER	
Barry Eckess	Yam
Louie Franco	Yam
Jack Greenberg	Yam
0-83cc MOD JR 12 & OVER	
Andy Meszaros	Yam
Barry Eckess	Yam
Greg Atkinson	Yam
0-83cc MOD INT 12 & OVER	
Jeff Stanford	Yam
Mark Tomaselli	Yam
Rick Angelo	Suz
0-83cc EX	
Erik Kehoe	Yam
Robert Marks	Suz
Don Best	Yam
0-83cc PRO	
Robby Robison	Yam
Steve Schmitz	Suz
John Whelchel	Suz
100cc M/C JR	
Joe DiBennardo	Yam
Randy Pretzer	Suz
Sean Little	Suz
100cc M/C INT	
John Rogers	Suz
Ricky Pearce	Suz
David Baker	Suz

TT Castle Rock, WA June 18, 1977 By Robyn Fisher

NOV HEATS	
Rich Word	Bul
Ray Dugan	Hon
Brian Johnston	Hon
John Wincewicz	POW
Bill Davis	Bul
NOV SEMIS	
Jeff Celorie	Yam
Mick Thompson	Hon
NOV TROPHY DAHS	
John Wincewicz	POW
NOV MAIN	
John Wincewicz	POW
Brian Johnston	Hon
Bill Davis	Bul
JR HEATS	
Lester Huey	Tri
Jim Mortons	Yam
Butch Cochran	Tri



JR SEMI
Pete Simonson Yam
JR TROPHY DASH
Lester Huey Tri
JR MAIN
Brian Peterson Yam
Lester Huey Tri
Jeff Fischer Tri
EX HEATS
Frank Word Tri
Mike Sullivan BSA
Mickey Fay BSA
EX SEMI
Randy Skiver Tri
EX TROPHY DASH
Charlie Brown Tri
EX MAIN
Randy Skiver Tri
Brad Hurst Tri
Mickey Fay BSA
FAST TIME
Randy Skiver Tri

Short track and Half Mile Corona Raceway Corona, Calif. June 22, 1977 By Elaine Jones

ST
MINI
Jimmy Rosa Yam
Chris Gables Yam
125cc AM EX
Bobby Garabedian Yam
Charles Carroll Yam
Rodney Rainey Hon
250cc NOV
Ben Meyer Yam
Bob Callaway Kaw
Don Wood Bul
250cc AM
Kirk Johnson Yam
Tommy Walton Yam
David Callaway Kaw
250cc EX
Eddie Lawson Suz
Matt James C-A
Rob Selvy Yam
OPEN NOV
Joel Windham —
Sean Archie Bul
Kris McKinney Hon
OPEN AM EX
Dave Peters Tri
Steve Fortune Bul
Dave Skirvin Yam
MONEY
Eddie Lawson Yam
Mike Minnig Yam
Steve Fortune Bul
HALF MILE
MINI
Chris Gables Yam
Jimmy Rosa Yam
125cc AM EX
Bobby Garabedian Yam
Darren Hulbert Yam
250cc NOV
Ben Meyer Yam
Mike Stewart Suz
Don Wood Bul
250cc AM
Kirk Johnson Yam
Tommy Walton Yam
David Callaway Kaw
250cc EX
Dorothy Rowe Yam
Eddie San Roman C-A
Rob Selvy Yam
OPEN NOV
Joel Windham Yam
Don Wood Bul
OPEN AM
Jim Milburn Yam
David Skirvin Yam
OPEN EX
Wayne Rainmey Yam
Eddie Lawson Yam
Dorothy Rowe Yam
MONEY
Eddie Lawson Yam
Wayne Rainey Yam
Mike Minnig Yam

TT Scrambles Elsinore Raceway Elsinore, Calif. June 25, 1977 By Andi Gangewer

MINI BEG EX
Jeff Williams —
Ellen Carroll Yam
Tony Harris Kaw
100-125 BEG
Stan Galvez —
Chuck Otterman Suz
David Oliver Hon
250 BEG
Gary Moore Yam
Chuck McConnell Bul
Dan Swaim Hon
100-125 NOV
Tim Gray Suz
Bill Benthal Suz
Rick Taylor —
250 NOV
Jim Summers —
Kirk Johnson Yam
Don Milam Suz
OPEN NOV
William Fulton Yam
Bud Wanbaugh Yam
Greg Beloit Yam
SPEC NOV
William Fulton —
Bud Wanbaugh Yam
Patrick Egan Yam
125 AM EX
Charles Carroll Yam
Steve Karsten Yam
Garth Beavers Yam
250 AM
Steve Griffith Yam
Rick Blankership Kaw
Larry McCaul Bul
250 EX
Rod Sexton Yam
Jeff Springman Yam
Charles Carroll —
SPEC AM
Mike Montgomery Yam
Steve Karsten Yam
James Throne Mai
OPEN AM EX
Joel Windham Yam
Mike Montgomery (E) Yam
Mike Montgomery (A) Yam
SPEC EX
Rod Sexton Yam
Joe Steffen Yam
Jeff Springman Yam

Half Mile 395 Cycle Park Adelanto, Calif. June 18, 1977

MINI NOV
Robert Perez Yam
Roger Thompson Yam
Rodney Phelps Yam
100-125 NOV
Tom Moffett Yam
Scott Oliver Yam
Mike Thomas Yam
250 NOV
Jim Miller Suz
Mike McCauley Bul
David Ochoa Yam
250 AM
Rick Blankenship Kaw
Ken Renner Yam
500 OPEN NOV
Patrick Fee Yam
Mike McCauley Yam
Gene Paulson Tri
500 OPEN AM EX
Tim McWhorter Yam
Terry Statum Yam
Rob Hansen Yam
3-Wheel
Kelly Fee —
Brian Dimsho —
4-WHEEL
Donovan Faust —
Gerald McNamara —
J. Preston Wildrick —

TT 395 Cycle Park Adelanto, Calif. June 18, 1977

MINI NOV
Danny Perez Yam
Robert Prerz Yam
Roger Thompson Yam
125 NOV
Scott Oliver Yam
Tom Moffett Yam
Brian Bradford Hon
250 AM
Rick Blankenship Kaw
Jeff Steven Michaels Yam
250 NOV
Mike McCauley Bul
David Ochoa Yam
Kenneth Ward Oss
500 NOV
Craig Fowler Yam
Gene Polson Tri
Bernard Therrien Yam
500 AM EX
Terry Statum Yam
Rob Hansen Yam
Gary Praster Ua
3-WHEEL
Kelly Fee —
Vrian Dimsho —
4-WHEEL
Jack Campbell —
Gerald McNamara —
J. Preston Wildrick —

CRC Motocross De Anza Cycle Park Sunnymead, Calif. June 26, 1977 By Ron Lawson

MINI BEG
Eddie Michetti Yam
Marty Lehotan Yam
Jeff Wagner Yam
MINI NOV
Pat Galan Yam
Joe Morris Yam
100 BEG
Jeff Camarigg Suz
Quinton Smith Suz
Brian Delre Suz
125 BEG
David Stewart Yam
Dave Washer Yam
Ted Grady Hon
125 NOV
Eric Graves Yam
Mark Larnkjaer Suz
Mike Price Suz
125 INT
Mickey McDougal Suz
Jon Friesen Suz
Todd Baldwin Suz
125 EX
Gary Scheidler Yam
Bobby Lakey Suz
Ric Emmal Yam
250 BEG
Chris Gaerrero KTM
Ralph Braun Yam
Kermit Jones Hon
250 NOV
Billy Saylors Yam
Dale Wipperman Mai
Scott Wilkinson Yam
250 INT
Mike Meshkoff KTM
Mike Taylor Kaw
Roy Burton Suz
2650 EX
Danny McDougal Suz
Drew Nelson Suz
Bill Pelto Yam
OPEN BEG
Elmer Woolard Suz
Phil Messenger Hus
Dwain Jarrett Suz
OPEN NOV
Eric Swan Yam
Jim Sponseller Yam
George Luttig Yam
OPEN EX
Mark Ellis Yam
David Hopkins Hus
Jeff Ritz Hu
VETS JR
Asker Larnkjaer Suz
Tim Fitzpatrick Suz
VETS INT
George Spellman Kaw
Ed Michetti Mai
Dan Moore Suz
VETS SR
Mike Delehant Suz
John Wilson Yam
Dale Brown CZ

CRRC Road Race Hallet, OK June 12, 1977

250 PROD
Mark Campise Ex
Bucky Patterson Nv
Norman Nelson Nv
410 PROD
Freddie Spencer Ex
George Grossman Ex
Dirk J. James Nv
650 PROD
Dirk J. James Nv
Dave Cooke Nv
Jerry Reimer Nv
750 PROD
Jon Minonno Ex
George Grossman Ex
Joe Patton Ex
OPEN PROD
Joe Patton Ex
Marvin West Ex
John Miick Ex
250 CAFE
Bucky Patterson Nv
Mark Campise Ex
James Heacker Nv
410 CAFE
Freddie Spencer Ex
Paul Stephenson Ex
Dirk J. James Nv
650 CAFE
Ted Inlow Ex
Blair Lobrg Nv
John L. Cherry Nv
750 CAFE
Jon Minonno Ex
Freddie Spencer Ex
Joe Patton Ex
OPEN CAFE
Jon Minonno Ex
Paul Stephenson Ex
Kevin Stasney Nv
FORMULA 4½
Feddie Spencer Ex
Jim Jandebeur Ex
Don Shobert Nv
FORMULA 4
Bucky Patterson Nv
Ducan Paul Ex
Tommy Shields Ex
FORMULA 3
Freddie Spencer Ex
Jim Jandebeur Ex
Steve Darley Ex
FORMULA 2
Chris Christensen Ex
Steve Darley Ex
Mark Romine Ex
FORMULA 1
Jon Minonno Ex
Paul Stephenson Ex
Kevin Stasney Nv

D-36 Half Mile San Jose, CA June 19, 1977 By W.H. Spencer

80 NOV
Darin McCafferty Yam
John McCready Yam
80 JR
Nick Delrio Yam
Mearl Barnett Yam
80 EX
Tracy Hays Suz
Robert Ely Yam
Chris Carr Yam
100 NOV/JR
Brad Brown Suz
Chris Baker Yam
100 EX
Gary Johnson Suz
Jeff Valentine Yam
Tracy Hays Suz
100 NOV
Rod Cahoon Yam
A.J. Parks Suz
125 NOV
Mike Redding Yam
Dale Hulbert Yam
Jeff Iwanaga Suz
125 JR
David Rosa Yam
Bobby Trono Yam
Terry Adams Suz
125 EX
Pete Hames Yam
Carl Brown Yam
175 NOV
Allan Malm C-A
A.J. Parks C-A
200 NOV
Ned Travaglini Bul
Tim Adams Suz
200 JR/EX
Marty Hale Yam
Rich Darnell Bul
250 NOV
Frank Sanchez Hon
Dave Zizzo Bul
Richie Simpson C-A
250 JR "A"
Dave Busby Yam
Ron Arlt Yam
Wayne Karich Yam
250 JR "B"
Dave Rosa Yam
Ronnie Stout Yam
Bob Zimmerman C-A
250 EX "A"
Mike Inderbitzen Yam
Brian Thompson Yam
Mickey Krusemann Yam
250 EX "B"
Kim Jorgensen C-A
Keith Day Yam
Don Bailey Yam
360 NOV
Jim Casey Yam
Doug O'Brien Hon
Mike Bettencourt Yam
360 JR
Bill Rip½ley Bul
Ray Smith Yam
Billy Wheat Yam
360 EX
Don Bailey Yam
Mike Faria Yam
Phil Howard Yam
500 NOV
Don Whitlow Yam
Jim Wright Yam
500 JR
Jeff Buckner Yam
Steve Welch Yam
500 EX
Rich Hocking Yam
Jeff Haney Yam
Dallas Davis Yam
OPEN EXHIBITION
Don Bailey Yam
Jim Mertens Yam
Buddy Robinson Yam

A.M.E. Youth Division Summer Series Indian Dunes Valencia, CA June 26, 1977 By Judy Greenberg

PEE WEE STOCK
Warren Provost Ind
Jim Malott Ind
Travis Delgado Ind
PEE WEE MOD
Cooky Bajczy Itj
R. Swearinger MV
JR CYCLES STOCK BEG
Ricky Dumo Itj
Charles Simmons Hon
Jessica Swearinger —
JR CYCLE STOCK JRS
Eddie Robison Itj
Buddy Dumo Itj
Steven Clinger Itj
JR CYCLE MOD JRS
Don Feeley Itj
Eddie Robison Itj
Buddy Dumo Itj
JR CYCLE MOD EX
Tim Tomaselli Itj
Paul Denis Itj
JR CYCLE INT
Tim Slayton Hon
Brian Eckess Hon
0-83cc STOCK 6-8 YRS
Brent Bowers Yam
Gary Szilagyi Suz
Scott Zastrow Suz
0-83cc MOD 6-8 YRS
Brent Bowers Yam
Eddie Hicks Suz
Gary Szilagyi Suz
0-83cc STOCK BEG 9-11 YRS
Brian Eckess Yam
Jason Wagner Yam
0-83cc STOCK JRS 9-11 YRS
Mike Riley Yam
David Seekins Suz
Randy Jognson Yam
0-83cc MOD JRS 9-11 YRS
Tim Tomaselli Hon
Ron Williams Yam
Duane Headworth Yam
0-83cc MOD INT 9-11 YRS
Jim Busby Yam
Paul Denis Yam
0-83cc STOCK BEG 12 & OVER
Gary Richenback Yam
Nick Hop Yam
Peter Meyer Yam
0-83cc MOD BEG 12 & OVER
Lalo Del Rosario Yam
Fred Heldberg Suz
0-83cc STK JRS 12 & OVER
Barry Eckess Yam
Louie Franco Yam
Jack Greenberg Yam
0-83cc MOD JRS 12 & OVER
Andy Meszaros Yam
Barry Eckess Yam
Greg Atkinson Yam
0-83cc MOD INT 12 & OVER
Jeff Stanford Yam
Mark Tomaselli Yam
Rick Angelo Suz
0-83cc EX
Erik Kehoe Yam
Robert Marks Suz
Don Best Yam
0-83cc PRO
Robby Robison Yam
Steve Schmitz Suz
John Whelchel Suz
100cc M/C JRS
Joe DiBennardo Yam
Randy Pretzer Suz
Sean Little Suz
100cc M/C INT
John Rogers Suz
Ricky Pearce Suz
David Baker Suz

P.I.T.S. Trials Red Dog Trials Colfax, Calif. June 19, 1977

EX
Bruce Bolden (24) Mon
Mark Daniels (32) Bul
John Moore (38) Mon
AM
Dan Suffin (33) Bul
Howard Galbreath (45) Bul
Bill Green (46) Bul
NOV A
Berry Lowery (20) Bul
Steve Rempel (21) Bul
Craig Jensen (22) Kaw
NOV B
Charles Winter (47) —
Clive Belvoir (99) —
LADIES
Barbara Oliphant (26) Yam
Kim Slayton (31) Bul
Marsha Neighley (49) Yam
KIDS
Ken LeDuc (22) Yam
Bruce Gesick (23) Yam
Lance Saylor (46) Yam

Calif. Minicycle Club Inc. Barona Oaks Rcwy. San Diego, Calif. June 19, 1977 By Betty Jo Gibson

0-8 JR CYC STK
Mike Healey Hon
Sean Santy Hon
Scott Zastrow Hon
0-8 JR CYC MOD
Mike Healey Hon
Sean Santy Hon
0-8 NOV 83cc STK
Sean Santy Yam
0-8 NOV 83cc MOD
Rudy Dickenson Suz
POWDER PUFF NOV
Cindy Monuhan Yam
POWDER PUFF EX
Pam Couture Yam
9-11 NOV 83cc STK
Rudy Dickinson Suz
Mike Rose Yam
Jim Mason Yam
9-11 NOV 83cc MOD
David Crowson Yam
Mike Rose Yam
Troy Hatfield Yam
9-11 INT 83cc STK
Richard Sands Yam
Ramon Castanares Yam
9-11 EX 83cc STK
Ron Lechien Yam
9-11 EX 83cc MOD
— —
12-OVER NOV 83cc STK
Eric Baker Yam
Chip Vogel Yam
Jack Gretter Yam
12-OVER NOV 83cc STK
Rick Johnson Yam
Toby Bassett Yam
Ken Warne Yam
12-OVER INT STK
Scott Davis Yam
Danny Jones Yam
Jon Blake Yam
12-OVER NOV 83cc MOD
Eric Baker Yam
Tom Wilson Yam
Kerr Paulsen Suz
12-OVER EX 83cc STK
Scott Burnsworth Suz
Robert Nolin Yam
Bobby Sullivan Yam
12-OVER EX MOD
Bobby Sullivan Yam
Reid Barnt Yam
Scott Burnsworth Suz
12-OVER INT 83cc STK
Clint Hardick Yam
Mike Cady Yam
12-OVER INT 83cc MOD
Danny Jones Yam
Jon Blake Yam
Charlie Walker Yam
OPEN 105cc
Scott Burnsworth Yam
Bobby Sullivan Yam
Tim Hines Yam
100cc NOV
Ryder Adams Yam
Darin Ravy Yam
100cc INT
Clint Hardick —
Mike Cady —
100cc EX
Darren Penrod Yam
125cc NOV
Steve Cain Yam
Mike Ravy Yam
Steve Hightower Hon
125cc INT
Scott Meyer Yam
Clint Hardick Yam
125cc EX
Jerry Bagby Yam
Steve Walker Yam

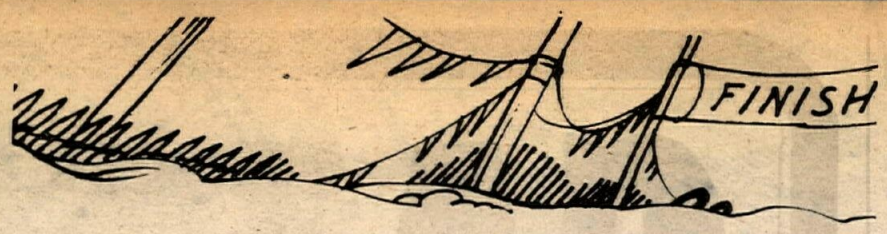
AME Night MX Indian Dunes Valencia, Calif. June 24, 1977 By Lee Taylor

100 BEG
Joe DiBernardo Yam
Steve Sanchez Suz
Gary Kincaid Hon
125 BEG
Ron Rosegard Yam
Eric Burns Hon
John Hagle Suz
250 BEG
Jeff Masters Yam
Rick Rezac Mai
Greg Rouse Mai
500 BEG
Russell H. Pursley Yam
MINI JR
Rob Berry Suz
Jack Greenberg Yam
Nick Larson Yam
100 JR
Nick Athans Suz
Rob Manuel Suz
Jay Rey Suz
125 JR
Todd Reed Yam
Reed Prosser Hon
125 JR DIV II
Jerry Martinez Hon
Craig Buelna Yam
Darrel Anderson Yam
250 JR DIV I
Jim Davis Suz
Brian Chereskoff Suz
John Casey Yam
250 JR DIV II
Randy St. George Suz
Jeff Meyer Suz
Mark Raiche Mai
500 JR
Billy Handal Mai
Rick Denney Suz
Bret Greening Yam
MINI INT
Pat McConnell Yam
Rick Angelo Suz
Bob Ryan Suz
100 INT
David Baker Suz
Rex Smith Yam
John Croskery Suz
125 INT
Jim Crowder Suz
Edwin Arnet Suz
Kent Bernstein —
250 INT
Don Bizzy Suz
Rod Robertson Yam
Mark Parkerson Suz
500 INT
Ned Bassotti Mai
Doug Taft Yam
Steve Richard Mai
MINI EX
Erik Kehoe Yam
Darel Francis Yam
Randy Harden —
100 EX
Jim Crowder Suz
B.J. Lehn Suz
125 PRO
Jeff Stubblefield Yam
Kirk Sturgeon Suz
Mark Abler Suz
250 PRO
Andy Jannings C-A
Bob Ridgeway Mai
Rob Rollins Mai
500 PRO
Kurt Bledsoe Yam
Tom Webb Yam
Chris Knowlton Suz
VETS
David Rogers Suz
WOMENS DIV
Pat Holland Hon

ST Motorcycles Speedway 117 Chula Vista, Calif. June 18, 1977 By Rod Eschenburg

250 PRO
Travis Petton Jr Yam
Jeff Allison Kaw
Matt James C-A
500 PRO
Steve Fortune Bul
Jim McMurren Yam
Pat Guthrie Hon

RESULTS



125 SPORTING
Jeff Neeley Yam
Steve Gall Yam
Dennis Dunn Yam
250 SPORTING MAIN EVENT
Skip Gallager Hon
Bill Simms Yam
Dennis Dunn Yam
500 SPORTING
John Garcia Yam
Sid Carlson Yam
Del Ocheltree Hon

AME MX
Indian Dunes
Valencia, Calif.
June 26, 1977
By Lee Taylor

125 BEG
Mark Johnson Suz
Bob Carney Hon
Jody Johnson Hon
250 BEG
John Creighton Yam
David Bredesan Yam
Brian Post Suz
500 BEG
Richard Ingram Suz
125 JR DIV I
Mark Bledsoe Yam
Norman B. Windsor Suz
Russell Clutter Yam
125 JR DIV II
Mike Sudberry Suz
Todd Clark Yam
Mark Brouillitte —
250 JR
Mike Bosworth C-A
Brian Vargus Suz
Tad Duronslet Mai
500 JR
Billy Handal Mai
Dirk Bluhm CZ
125 INT
Dave Vicioso Suz
Edwin Arnet Suz
Bill Sekeres Suz
250 INT
Rod Robertson Yam
John Marsh Mai
Mark Parkerson Suz
500 INT
Noel Woolard CZ
Doug Taft Yam
Steve Zimmerman Yam
125 PRO
Jerry Shore Suz
Andy Jannings C-A
Doug Nicol Suz
250 PRO
Dave Potts Suz
Rich Bland Mai
ANdy Jannings C-A
500 PRO
Tom Webb Yam

TMRA ¼ Mile Flattrack
Benton Lane Park
Junction City, OR
June 25, 1977
By Helen Bruhn

MINI BEG 85cc A MAIN
Marty Kribs Suz
Jim Seitzinger Yam
Mike Miller Yam
MINI BEG TROPHY DASH
Marty Kribs Suz
MINI EX 85cc A MAIN
Jack Booth Yam
Doug McPeake Yam
MINI EX TROPHY DASH
Dan Bennett Yam
MINI 105cc A MAIN
Brian Loesch Yam
Andy Bruhn Hod
MINI 105cc TROPHY DASH
Brian Loesch Yam
100cc A MAIN
Andy Bruhn Hod
Tom McCallum Hod
100cc TROPHY DASH
Tom McCallum Hod
125cc B MAIN
Jim Torpey C-A
Don Mathis Hon
125cc A MAIN
Mitch Seitzinger Yam
Dan Overman Yam
Kelly Olivas Hod
125cc TROPHY DASH
Dan Overman Yam
200cc A MAIN
ANdy Bruhn Hon
Kelly Olivas C-A
Del Seitzinger C-A
200cc TROPHY DASH
Andy Bruhn Hon
250cc B MAIN
Rick France Bul
Nolan Hermens Suz
Ron Adams Hon
250cc A MAIN
Scott Nelson C-A
David Moore Bul
Bob Mahr Bul
250cc TROPHY DASH
Scott Nelson C-A
360cc A MAIN
Phil Harless Bul
Brad Larson Yam
360cc TROPHY DASH
David Moore Yam
OPEN A MAIN
Phil Harless Tri
Jerry Aumiller Yam
OPEN TROPHY DASH
Phil Harless Tri
250cc PRO A MAIN
Scott Nelson C-A
Bob Mahr Bul
Scott Lancaster Bul
250cc PRO TROPHY DASH
Bob Mahr Bul
OPEN PRO A MAIN
Brad Larson Yam
Jerry Aumiller Yam
Phil Harless Tri
OPEN PRO TROPHY DASH
Brad Larson Yam

CRC MX
395 Cycle Park
Adelanto, CA
June 26, 1977

MINI
Rodney Phelps Yam
Travis Stark Yam
Michael Smith Hon
100cc BEG
David Smith Yam
Robert Bruce Yam
125cc BEG
Steve Chaves Suz
Don Koch Suz
R. Thomas Walker Hon
125cc NOV
125cc NOV
Dennis Creason Suz
Barry Johnson Yam
Larry Peacock Yam
125cc EX
Marc McClure Suz
Steve Davis Hon
250cc BEG
Tim Jasper Hon
David Pettigrew Mai
Jerry Kirby Hon
250cc NOV
Lee Granlee Yam
Mike Johnson Mai
Chris Tarvin Hon
250cc INT
Bob Stephenson KTM
Steve Stewart Suz
Marc McClure Suz
250cc EX
Fred Griego Yam
Bill Sundstrom Yam
Tyrone Brown C-A
OPEN BEG
John Dickinson Suz
Ferguson Suz
Nick Brajevich Suz
OPEN NOV
Gene Dickinson Suz
Scott Walker Yam
Douglas Inee Suz
OPEN INT
Clinton Tarvin Yam
Terry King Bul
Gary Praster Yam
OPEN EX
Chuck Pettigrew Mai
Eddie Gonzales Suz
Jay East KTM

TT Scrambles
Del Norte
Racing Assn.
Crescent City, Calif.
June 26, 1977
By Peggy Percy

TROPHY DASHES
80cc BEG
Donny Herron Yam
80cc EX
Paul Baker Yam
100cc
David Dantzman Suz
125cc
Don Bramlett Hon
250cc
Lonnie Foster Yam
OPEN
Danny Dugan Yam
D MAINS
250cc
Brad Coleman Bul
C MAINS
125cc
Troy Duncan Ym
Dan Nunes Hon
250cc
Karl Evanow CZ
Robert Jokela Hon
B MAINS
80cc BEG
Kyle James Hon
Bruce Willits Hon
Sherrie Gillespie Hon
100cc
Jim Barnes Suz
Don Eldred Suz
John Miller Hod
125cc
Randy Church Yam
Cecil Arispe Yam
Kraig Hill Yam
250cc
Fred Coulson CZ
Rod Coulson CZ
Harlan Nitts Bul
OPEN
Newt Percy Bul
Tim Harrison Yam
Robert Hughes Yam
80cc BEG
Donny Herron Yam
Norman Storm Yam
Mike Deo Suz
80cc EX
Paul Baker Yam
Andres Bales Yam
Ricky Russell Yam
100cc
Drew Roberts Suz
David Dantzman Suz
Andres Bales Suz
125cc
Don Bramlett Hon
Dan Horton Yam
Larry Arrington Suz
250cc
Lonnie Foster Yam
Hardy Hoefler Kaw
Danny Dugan Yam
OPEN
Danny Dugan Yam
Randy Bigham Yam
Johnnie Beckett Yam
MONEY RACE
Lonnie Foster Yam
Randy Bigham Yam
Brett Scott CZ

D 35
Blue Plate Points
Up to June 5, 1977
By Joe Miller

MINI
Rob Ely 429
Ricky Hollenbeck 331
Chad Bettencourt 311
Mike Vital 293
Kirk Gilbert 290
Robert Land 284
Mike Wesson 274
Kurtis Wilder 233
Logan Glover 198
Brian Yocum 124
BANTUM
Mike Garrison 394
Rodney Sullivan 382
Scott Cude 366
Chad Bettencourt 312
Tom Pritchard 295
Lee Pritchard 282
Mike Vital 277
Bob Church 213
Clark Sumner 212
Mark Ritchie 207
LIGHTWEIGHT
Lee Pritchard 358
Jim Birkle 323
Mike Garrison 311
Marty Hale 248
John Burnett 234
Rodney Sullivan 229
James Crisp 226
Roger Lady 216
Jesse Torres 200
Kent Bowser 195
HEAVYWEIGHT
John Burnett 384
Jim Birkle 264
James Crisp 254
Kirk Smith 209
Scott Dinkins 202
Kenny Welch 160
Fred Gill 151
Jeff Martin 143
Bill Johnson 119
Jeff Lessley 111

CMC MX
Saddleback Park
Orange, Calif.
July 3, 1977
By Patti Trotter

MINI EX
Rick Atkins Hon
MINI INT
John Miller Suz
Brook Bolstad Yam
Greg McConnell Yam
MINI JR
Mark Toyama Yam
Kyle Greenwood Yam
Nick Cline Hon
100 INT
Dave Hughes Suz
Mark Harpwood Yam
Criag Kelly Suz
100 INT
Ty Hanway Szu
125 PRO
Tim Lunde Yam
Cliff Lett FMF
Brian Myerscough R&D
125 INT
Rick Maki FMF
Jim Cote Suz
Gary Tomlin Hon
125 JR DIV I
David Aldrich Suz
Keith Pagel Yam
Steve Asa Suz
125 JR DIV II
Gary Chaidez FW
Rick Nelson KTM
Kirk Chandler Suz
250 PRO
Mike Bell Yam
Tim Lunde Yam
Alan Smith Hus
250 INT
Jim Tarantino Suz
Marc Halliburton KTM
Jeff Lysdale Suz
250 JR
Vartan Sarkisian CBM
Bill Erb Mai
Steve Salas Yam
500 PRO
Mike Bell Yam
Luke Messer Mai
Bob Elliott Suz
500 INT
Jim Logsdon Mai
Steve Pflug Mai
Bill Jewell Mai
500 Jr
Gary Gonzales Mai
Mike McGonigal Suz
John Steele Yam

Speedway
Cal Expo
Sacramento, Calif.
June 24, 1977
By Stephen Rooney

SCRATCH MAIN
Rich Mac Murray
Mike Faria
Ron McGill
HANDICAP MAIN
Glen Hutchinson
Larry Shaw
Steve Bast
SCRATCH CONSOL
Larry Shaw
John Cook
Dave Faria
HANDICAP CONSOL
Wayne Reedy
Don Loveless
Jeff Collard
DIV II
Mike Cannon
Jim Ross
Larry Rippenkroger
JR MAIN
Lance King
Jim Sisemore
Ron Kirby

SPEEDWAY
Folson, Calif.
June 25, 1977

SCRATCH MAIN
Rich Mac Murray
Mike Faria
Randy Davis
HANDICAP MAIN
Mike Faria
Dave Faria
Bill Zirkle
SCRATCH CONSOL
Duane Yarrow
Paul Orlandi
Dave Faria
HANDICAP CONSOL
Glen Hutchinson
John Cook
Cliff Ball
DIV II
Larry Rippenkroger
Mark Weston
Jim Ross
JR MAIN
Jim Sisemore
Ed Ingles
Lance King

CMC MX
South Bay Speedway
Chula Vista, Calif.
June 27, 1977
By Chuck Burris

MINI JR
Chris Easterling Yam
John Carter Yam
Dan Almond Suz
100 JR
Mike Cady Yam
Perry McGinnis Yam
Brian Fuller Hon
100 INT
Jeff Almond Suz
125 PRO
Jerry Shekell Yam
Tony Gomez Yam
John Tessitore DG
125 INT
Hugh Good Yam
Don Fuller Suz
Scott Anderson Yam
125 JR DIV I
Keith Page Yam
Rick Johnson Yam
Kirk Grissom Hon
125 JR DIV II
Scott Meyer Suz
Allen Fox C-A
Steve Galea Yam
125 JR DIV III
Steve Gall Yam
Scott Porter Suz
Mark Castellanos Suz
250 PRO
Randy Russell Suz
Aron Bassett KTM
Steve Bartley Yam
250 INT
Greg Meyers Yam
Don Campbell Suz
Abian Lelevier Suz
250 JR DIV I
Tom Bolton Suz
Ed Johnson Yam
Steve Pata Hon
250 JR DIV II
Matthew Carter Yam
Doug Johnson Oss
Ric Secor C-A
500 PRO
David Gerig Suz
Max Maple Mai
Daniel Steele Yam
3W CLASS 1-2
Mark Weixeldorfer Hon
Ken Earle Hon
Mike Harding Hon
3W CLASS 2
Jim Babbitt Hon
Durk Fuson Hon
Larry Proctor Hon
3W CLASS 3
Matthew Grant Hon
John Sutherland Hon
Mark Weixeldorfer Hon
3W CLASS 4
Jim Nichols Hon
Bruce Inman Hon
Dean Sundahl Hon
3W CLASS 1-1
David O'Lear Hon
Gary Brown Hon
John Zinn Hon
3W PP
Vicki Eggers Hon
Marte Matte Hon
Robbyn Woodard Hon
500 INT
Chris Chaffee Yam
Peter Berg Yam
Rob Bernhard Suz
500 JR
Westley Maine Suz
Graig Inteld KTM
Earl Turman Suz

Short Track
Southbay Speedway
Chula Vista, Calif.
July 2, 1977
By Chuck Burris

250 PRO
Jeff Allison Yam
Monte Roberts Yam
Charlie Schleiger Yam
500 PRO
Sid Carlson Yam
Jeff Allison Kaw
Roger Ring Yam
ODYSSEY
Sam Waters —
Roy Stevens —
Brad Joesten —
125 SPORTING
Jeff Neeley Yam
Steve Gall Yam
Dennis Dunn Yam
250 SPORTING
Jeff Neeley Kaw
Bill Sims Yam
Skip Gallager Hon
500 SPORTING
John Garcia Yam
Ted Kukla Yam
Del Ocheltree Hon

Motocross
Dechutes Cycle Park
Bend, Oregon
June 19, 1977
By Brad Stankey

MINI JR
Bob Haynes Suz
Scott Prestwood Yam
Danny Winters Yam
MINI INT
Jeff Dupont Yam
Les Link Suz
MINI EX
Randy Thomson Yam
100 JR
Jeff Frite Suz
James Neff Yam
Mike Olk Suz
125 JR
Mike Daniel Yam
Allen Graves Suz
Lyle Kienski Yam
125 INT
Bob Horton Suz
David Link Suz
John Batzor Yam
250 JR
Joe McCormick Yam
Bill Dowers Hus
Mark Dowers Hus
OPEN JR
Nick Anderson Hus
Michell Lynn Suz
OPEN INT
Don Marcoulier Yam
Tory Sappington Suz
Lonney Johnson Suz
125 PRO
Dan Hartsfield Yam
Brad Lecklider Suz
OPEN PRO
Rod Kentner Yam
Tracy Lantz Mai
Dave Sheppard Suz
TURKEY
Sonny Neff Suz
Rod Stradley Yam
Mike Winters Yam

AMC MX
Carlsbad Rcwy.
Carlsbad, Calif.
July 3, 1977
By Chuck Burris

MINI BEG
Chris Albys Hon
MINI INT
Rick Jackson Suz
100 INT
Tommy Higgins FMF
100 PRO
Malcolm McCassey FMF
125 PRO
John Tessitore DG
Kurt Sofka Yam
Corki Moore FMF
125 INT
Tim Devlin Hon
Joe Holt DG
Doug Lott Yam
125 JR
Scott Brter Suz
Mark Smith Yam
Brian Werner Suz
125 BEG
Bill Benthal Suz
Frank Ruff SUz
Terrin Keefer Hon
250 PRO
Steve Rhyan KTM
Rick Asch KTM
Joe Santich Suz
250 INT
Bob Bang Mai
Danny Dilkey Yam
Ed Copping Hus
250 JR
Dan Davalos C-A
Steve Holben Yam
R.C. McBroom Suz
250 BEG
Nate Andrews Yam
Richard SMith Suz
David Hernandez Suz
OPEN PRO
Dave Miller Yam
Greg Blackwell Suz
Dan Steele Yam
OPEN INT
Jim Ruth Mai
Bob Bernard Suz
Steve Presley Mai
OPEN JR
Peter Berg Yam
K. Tuzinsky Hus
Bill Piltz Suz
OPEN BEG
Leonard Ason Suz
Peter Coriao Yam

Short Track
Monterey, CA
June 25, 1977
By Burt Dinner

PEE WEE
Charlie Archer Ind
80 STOCK NOV
Frank Martin Yam
John McCredy Yam
80 STOCK JR
Laroy Deleon Suz
60 MOD NOV
Antone Mellow Yam
Thomas Caricer Yam
60 MOD JR
Stephen Mayfield Yam
60 MOD EX
Guy Hufford Hon
80 MOD NOV
Steve Milton Yam
Billy Babcock Yam
80 MOD JR
Glen Keema Yam
Robin Mast Yam
80 MOD EX
Tracy Hays Suz
Greg Brewer Yam
Chris Carr Yam
100 MINI JR
Roger Hazen Yam
100 EX (MINI)
Doug Chandler Hod
Greg Brewer Yam
Ronnie Murphy Yam
125 NOV
Ron Mayfield Suz
Rod Cahoon Yam
Jack Kline Yam
125 JR
Richard Matuszek Suz
Kevin Hugill Kaw
200 NOV
Chuck Fischer Yam
Wes Guidotti Bul
200 JR
Jerry Warren H-D
250 NOV
Dan Hughes Suz
David Hufford Yam
250 JR
David Rosa Yam
Jay Ralston Bul
Wayne Busby Bul
250 EX
Rusty Davis Yam
Fred Bennett Yam
Steve Adkins Yam
360 NOV
Jack Kline Yam
John Phillips Yam
360 EX
Benny King Yam
Jeff Cahoon Bul
500 NOV
Dan Hart Yam
Fred Espinosa Yam
500 JR
Matt Pemberton Yam
Jeff Buckner Yam
500 EX
Curt Brooks Yam
Ken Robicheaux Yam

CALENDAR

July 6

SPEEDWAY RACING
Inland Spdwy., San Bernadino, CA. 1st race 8 pm. 213/446-0969.

CMC MOTOCROSS
South Bay Park Spdwy., San Diego, CA. I-805 S from Chula Vista, take Junction 117 and go E 5 mi. All CMC classes, incl. Pro Entry $7, CMC lic. req'd. P.O. Box 995, Chula Vista, CA 92010. 714/420-7414.

R.A.C.E. HALF MILE & SHORT TRACK
Corona Rcwy., Hwy. 91 & Buchannon, Corona, CA. All classes. 714/735-1705.

July 7

SPEEDWAY RACING
Irwindale Rcwy., Irwindale, CA. 1st race 8 pm. 714/492-9933.

CMC NIGHT MOTOCROSS
Portland International Rcwy., Portland, OR. I-5 N to Delat Pk. exit. Mini through Open classes. 100% Pro p.b., 30% trophies. P.O. Box 17010, Portland, OR 97206. 503/285-6635.

CMC MOTOCROSS
Ascot Speedway, Gardena, CA. 213/376-5687.

ROUGH SCRAMBLES
Sacramento Rcwy., Hwy. 16, S of Mather AFB. Gates open 6 pm. Entry $5, spec. $2.50. Minis and up. 916/362-2653.

July 7-10

LAND USE MEETING
California Desert Conservation Area Advisory Committee. Thur. and Fri. committee and subcommittees meet at University of California, Riverside. Sat. public oral statements and O/N field review of Mecca Hills. Persons wishing to make statements should contact the Chairman, Calif. Desert Conservation Area Advisory Committee, c/o the BLM Desert Planning Staff, 1695 Spruce St., Riverside, CA 92507.

July 8

INDOOR MOTORCYCLE SWAP MEET
Movieworld Exhibit Center, 6900 Orangethrope, Buena Park, CA. 6 pm to 11 pm. Admission $2 per person, kids under 12 free. 213/588-0763.

AFM STADIUM ROAD RACE
605 Speedway, 4900 Rivergrade Rd., Irwindale, CA. 605 Fwy to Los Angeles St. exit. Lightweight, Middleweight and Heavyweight classes, plus GP. $500 purse. Entry $12 ea. class. Heats, semis, mains and trophy dash. 4996 Argyle Dr., Buena Park, CA 90620. 714/523-3892.

SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Camini Diablo and Vasco Rd. Gates open 4 pm, race 7:30. Entry $8. 100% Ex. p.b., trophy dash, all-comers Mini money race. 415/634-3328, 634-1667.

AME NITE MOTOCROSS
Indian Dunes, Valencia, CA. Prac. 7 pm, race 8. Post entry only, $6, Pros $10. 100% p.b. to Pros, 30% trophies. $4000 med. covg. 213/881-5778.

CLASS A SPEEDWAY
Cal Expo Rodeo Arena, Sacramento, CA. AMA sanct. 8:15 pm start.

SHORT TRACK
Medford Rcwy., Medford, OR. Mini, 100, 125, 200, 250 and Open classes. Entry $4. 503/779-0866.

SPEEDWAY RACING
Orange County Frgrds., 88 Fair Dr., Costa Mesa, CA. 1st race 8 pm. 714/492-9933.

D-36 SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. Gates open 5 pm, prac 5:30-7:30, race 8. Mini thru Open classes. Entry $4. Class "C" traction only. No camping. 209/368-7182.

CMC NIGHT MOTOCROSS
Irwindale Rcwy., Irwindale, CA., at 605 and 210 Frwys. Pit opens 4:30 p.m.; sign 'til 6:30; prac. 6-7:00; race 7:30 p.m. Every second Friday of month is Points Night. Buy entry at track night of event. 714/557-3323.

AME YOUTH DIVISION MX
Indian Dunes, Valencia, CA. Mini track. All classes, Pee Wee thru 105cc, 33% brass. Prac. 7 pm, race. Entry $6, memb. req'd., $8. $4000 med. cov. 213/881-5778.

SHORT TRACK
Medford Rcwy., Medford, OR. Mini, 100, 125, 200, 250 and Open classes. Entry $4. 503/779-0866.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

KCIR MOTOCROSS
Kansas City, KS. 816/358-6700, 796-4157.

July 9

D-36 SHORT TRACK
Cycleland Spdwy., 14 mi. south of Chico, CA, at Hwy. 99E and Gage Shippee Rd. All classes thru 360cc. Sign up 5:30-7 pm, prac. 7, gates close 7:30, race 8 pm. Entry $4.50, Ex. $6. Class "C" traction. Pitmen must wear white, full leathers req'd. 916/342-9302.

TT SCRAMBLES
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate $2, race $3. 20% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386.

SUPERBOWL OF MOTO-CROSS VI
L.A. Coliseum, Los Angeles, CA. Gates open 5 p.m., race starts 8 pm. Reserved seats avail. at Sports Arena Box Office, (Dept. N) 3939 Figueroa, Los Angeles, CA 90037 213/648-6131. Also at Malibu Grand Prix and Ticketron statewide. 213/232-3371, 714/761-5333.

HARLEY-DAVIDSON "ON TRACK" SHOW
L.A. Sports Arena, Los Angeles, CA. Held in conjunction with the "Superbowl of Motocross." Display open to the public 10 am to 8 pm and 11 pm to 12 am. 213/360-5236.

NATIONAL AMATEUR SHORT TRACK QUALIFIER
Lodi cycle Bowl, Lodi, CA. 1 of 2 area qualifiers; top 5 in each engine class go to Championship in Wichita, KS, Aug. 21-22. Gate opens 2:30 pm, 1st race 5:30. Entry $10, 2nd bike $5. Also school boy class. 209/463-3355 369-1811.

MOTOCROSS
Canyon Raceway, Phoenix, AZ. Off of Black Cyn. Fwy., west of Carefree Hwy. 5½ mi. Gates open 5 p.m., prac. 6, race 7:30. 602/992-0359.

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 am, prac. 8-8:30, race 9. Pros race 40 min, others 30 min. Entry $8, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

SHORT TRACK
South Bay Park Spdwy., San Diego, CA. I-805 south from Chula Vista, take Junction 117 and go east 5 mi. 2 Pro classes, 250 and 500, 4 Sptsmn classes w/req'd. stock frames. No assn. card req'd., track will carry ins. 714/420-7414, 469-6092.

AMA GRAND NATIONAL TT
Cowlitz Cnty. Frgrds., Castle Rock, WA. Camel Pro Series, $16,000 purse. 206/274-8700

CMC INDOOR MOTOCROSS
El Paso, TX, Coliseum. On Pisano Ave. $2500 purse. Mini Jr, Pro; 125, 250, 500 Nov, Jr and Pro. 915/581-5386.

SRA SPEEDWAY
Kern County Frgrds, 4 mi. east of Hwy. 99 on Ming Ave., Bakersfield, CA. Race time 8 p.m. Elongated diamond track. $1700 guaranteed purse or 40%. 805/831-8540, 322-1369.

July 10

AME YOUTH DIVISION MX
Indian Dunes, Valencia, CA. Internat'l. Track. $150 guaranteed purse or 85% p.b., whichever is greater, to Mini Pros. Point fund for Super Summer Series. Mail entry $10 (2 or more classes, $8), post entry $20. Mail entry must be in 5 days prior to event. Mini Pro $15 mail, $25 post. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

MOTOCROSS
Spring Valley Motocross, Clyde, TX. 9 mi. E of Abilene to Cherry Lane exit, N 1.2 mi., turn right and follow curve. Sign up 9 am, prac. 10, race noon. Rain or shine. $1000 purse if 8 Ex. per class, $500 otherwise. Entry $4 Jr., $5 Int., $7 Ex. Gate $3. Free overnight parking. 915/673-3815.

HILLCLIMB
Billings, MT. 1½ mi. south of Billings. Classes 0-250, 500, 650 and Open. $2.500 purse. Entry $10. Montana State Championship. 320-foot hill, 60°x80°x87°. B.M.C., P.O. Box 20421, Billings, MT. 406/259-6032.

AMA AMATEUR MOTOCROSS
Area 8 Qualifier. Coal Creek Rcwys., Lafayette, CO. 3 mi. west of I-25 on Hwy. 7, Lafayette and Brighton turnoff. Classes: All "A's", 125 and 250 "B". Entry $10 "A", $7 "B." Camping at track. 303/665-5666.

SRA CRACK O' DAWN ENDURO
Charlie's Place, Trona Rd., nr. Red Mountain, CA. Start time 5:30 am. IRRC Communciations, electronic timing. Mail entry $9.50 1 loop, $10.50 2 loops. Post entry $11/$12.50. Mail entry and 2 large SASE to SRA, P.O. Box 3882, Torrance, CA 90510. 213/320-1015.

CMC MOTOCROSS
Washougal Motocross Park, Washougal , WA. Hwy. 14 to Washougal, 6 mi. on #140 to N.E. Hughes, R on N.E. Borin. Gates open 7 am, prac. 9-10, sign up closes 9:45, race 10:30. CMC lic. req'd., $8. 100% p.b. for Pros, paid by moto. 503/649-5673.

CRC MOTOCROSS
395 cycle Park, Adelanto, CA. 2 motos, cash for Pros. 30% trophies for Sptsmn. New long combination track. Entry $7 Sptsmn., $12 Pros, non-memb. add $2. Gates open 7 am, prac. 8, race 9:30. Overnight camping. 714/689-6114 days. Hi-Desert Championship MX Qualifier.

D-37 MOTOCROSS
Elsinore Rcwy., Elsinore, CA. Hwy. 71 at Lagonia. Sign up 7:30, prac. 8 am, race 9 am. Two 20 min. motos. Side hacks welcome. Entry $8. AMA. Desert M.C. 714/997-1476.

AFM ROAD RACE
Riverside Rcwy., Hwy 60 E of Riverside, CA, to Day St. Prod. GP, sidecar classes. Gates open 7:30 am, prac. 9, race 1 pm. Pre-entry $18/$8 (2nd bike), post $20/$10. 4996 Argyle Dr., Buena Park, CA 90620. 714/523-3892.

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Gate opens 6:30 a.m.; sign 6:30-8:30 a.m.; prac. 7:30-8:30; race 9 a.m. Jrs. & Ints. $7 mail, $10 post entry; Pros $12 mail, $15 mail entry. CMC, Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CMC MOTOCROSS
Mountain High International, Bass Lake, CA. North of Hwy. 41 to North Fork. CANCELLED Prac. 7, race 8 am. Mini, 100 to Open classes. Entry $6 mail, $8 post, $15 Pros. 100% p.b. to Pros. P.O. Box 464, Bass Lake, CA 93604. 209/291-8793.

B.O.S.S./CMC MOTOCROSS
Argyll Park, 12 mi. S of Dixon, CA on Hwy. 113. All classes. Entry $9, Pros $15. 100% Pro p.b., 30% trophies. 916/635-5240. New track.

MOTO-X MONEY RACE
Motoqua Cycle Park, 2300 S. 5600 W., Salt Lake City, UT. Inspection 7 am, riders mtg. 8, prac 8:30, race 10. $500+ in each (125, 250, Open) class. Mail entry $10, deadline July 1, post entry $25. Entry and SASE to Dusters M.C., Attn: M. Lyon, P.O. Box 9759, Ogden, UT 84409. 801/773-5858, 621-8489.

MVMC MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy. 60, take Theodore off-ramp. All classes. 714/653-2633, 735-1301.

CRC $1000 MOTOCROSS
Racing World Bosch Track, Trabuco Cyn., CA. 2 long motos for Ex., 3 motos and 30% trophies to Sptsmn. Cash payback to 100cc Ex., purse to 125, 250 and Open. All classes. O/N parking OK. $3000 med. ins. Gates open 7 am, 1st race 9:30. 213/830-7519.

PRO-AM MOTOCROSS
Oak Hill, Alvord, TX. 2nd Anniversary race. $1485 guaranteed purse. Split program. 10 place trophies in all Amateur classes. Entry: Mini, Nov, Over 30 $6 mail, $10 post; Int. $7/$10, Ex. $10/$15. Mail entry closes July 1. Oak Hill Motocross, Rt. 1, Box 71, Alvord, TX 76225. 817/427-2663, eves.

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy 71 at Lagonia, Elsinore, CA. New track. 714/674-5383, 826-2386.

TT SCRAMBLES
Sidewinder Spdwy., 6 mi. east of Kingman, AZ. Access at airport underpass. All classes. Sign in 9 am, prac. 11, race noon. Entry $5, Ex. $7, gate $1. Expert p.b. 602/753-5153.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Gate open 7, signup 'til 8:30, prac. 8, race 9. Entry $8 mail, $10 post, Pros $12/$15. Memb. req'd. $8. Payback to Pros, 40% brass to Sptsmn. Mail entry no later than Fri. before event. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

AMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30, prac. 8-9, race 9:30. No mail entry. $7/$12 post, $2 extra non-memb. $3000 med. cov. 30% same day brass, 100% Pro p.b. 714/541-9439.

July 10-15

DONNER TRIALS SCHOOL
Guest instructors include Marland Whaley, Bernie Schreiber, Mark Eggar and Debbie Evans. Cost is $135 which includes dorm. lodging (sleeping bag) meals and instruction. $25 deposit req'd. Mitzi Saylor, Donner Trials School, P.O. Box 66, Norden, CA 95724. 916/426-3678.

July 12

SPEEDWAY RACING
Ventura Cnty. Frgrds., Harbor and Figueroa, Ventura, CA. 1st race 8 pm. 714/492-9933.

July 13

SPEEDWAY RACING
Inland Spdwy., San Bernardino, CA. 1st race 8 pm. 213/446-0969.

CMC MOTOCROSS
South Bay Park Spdwy., San Diego, CA. I-805 S from Chula Vista, take Junction 117 and go E 5 mi. All CMC classes, incl. Pro Entry $7, CMC lic. req'd. P.O. Box 995, Chula Vista, CA 92010. 714/420-7414.

R.A.C.E. HALF MILE AND TT
Corona Rcwy., Hwy. 91 & Buchannon, Corona, CA. All classes. P.O. Box 388, Corona, CA 91720. 714/735-1705.

July 14

SPEEDWAY RACING
Irwindale Rcwy., Irwindale, CA. 1st race 8 pm. 714/492-9933.

CMC MOTOCROSS
Ascot Speedway, Gardena, CA. 213/376-5687.

ROUGH SCRAMBLES
Sacramento Rcwy., Hwy. 16, S of Mather AFB. Gates open 6 pm. Entry $5, spec. $2.50. Minis and up. 916/362-2653.

CMC NIGHT MOTOCROSS
Portland International Rcwy., Portland, OR. I-5 N to Delat Pk. exit. Mini through Open classes. 100% Pro p.b., 30% trophies. P.O. Box 17010, Portland, OR 97206. 503/285-6635.

July 15

SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Camini Diablo and Vasco Rd. Gates open 4 pm, race 7:30. Entry $8. 100% Ex. p.b., trophy dash, all-comers Mini money race. 415/634-3328, 634-1667.

CMC NIGHT MOTOCROSS
Irwindale Rcwy., Irwindale, CA., at 605 and 210 Frwys. Pit opens 4:30 p.m.; sign 'til 6:30; prac. 6-7:00; race 7:30 p.m. Every second Friday of month is Points Night. Buy entry at track night of event. 714/557-3323.

AME NITE MOTOCROSS
Indian Dunes, Valencia, CA. Prac. 7 pm, race 8. Post entry only, $6, Pros $10. 100% p.b. to Pros, 30% trophies. $4000 med. covg. 213/881-5778.

AME YOUTH DIVISION MX
Indian Dunes, Valencia, CA. Mini track. All classes, Pee Wee thru 105cc, 33% brass. Prac. 7 pm, race. Entry $6, memb. req'd., $8. $4000 med. cov. 213/881-5778.

SHORT TRACK
Medford Rcwy., Medford, OR. Mini, 100, 125, 200, 250 and Open classes. Entry $4. 503/779-0866.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913. 735-1705.

SHORT TRACK
Medford Rcwy., Medford, OR. Mini, 100, 125, 200, 250 and Open classes. Entry $4. 503/779-0866.

CLASS A SPEEDWAY
Cal Expo Rodeo Arena, Sacramento, CA. AMA sanct. 8:15 pm start.

SPEEDWAY RACING
Orange County Frgrds., 88 Fair Dr., Costa Mesa, CA. 1st race 8 pm. 714/492-9933.

D-36 SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. Gates open 4:40 pm, sign up 5-6:30, prac 5-6:30, race 7:30. Entry $5, 2nd bike $2.50, Semi Pro $7.50. 100% Semi Pro p.b. less ins. 208/368-7182, 931-3722.

July 15-17

VANS AT ELSINORE RCWY.
Elsinore Raceway, Elsinore, CA will be open to vans only. Have Vans Will Travel. 213/566-9892. 862-0803.

July 16

TT SCRAMBLES
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate $2, race $3. 20% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386.

MOTOCROSS
Canyon Raceway, Phoenix, AZ. Off of Black Cyn. Fwy., west on Carefree Hwy. 5½ mi. Gates open 5 p.m., prac. 6, race 7:30. 602/992-0359.

AME MOTOCROSS
Sprockets Park, Bakersfield. CA. Gates open 4 pm, prac. 7, race 8. Post entry only, $8 Sptsmn., $10 Pros. 100% p.b. to Pros, 30% brass to Sptsmn. Memb. req'd., $8. $4000 med. covg. 213/881-5778.

TT AND HALF MILE
395 Cycle Park, Adelanto, CA. No membership req'd. Prac. 7, race 8 p.m. Entry $4. Half mile program 1st, then TT. Gate $2. 25% brass. 714/246-6109.

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 am, prac. 8-8:30, race 9. Pros race 40 min, others 30 min. Entry $8, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

SRA SPEEDWAY
Kern County Frgrds, 4 mi. east of Hwy. 99 on Ming Ave., Bakersfield, CA. Race time 8 p.m. Elongated diamond track. $1700 guaranteed purse or 40%. 805/831-8540, 322-1369.

D-36 SHORT TRACK
Cycleland Spdwy., 14 mi. south of Chico, CA, at Hwy. 99E and Gage Shippee Rd. All classes thru 360cc. Sign up 5:30-7 pm, prac. 7, gates close 7:30, race 8 pm. Entry $4.50, Ex. $6. Class "C" traction. Pitmen must wear white, full leathers req'd. 916/342-9302.

CRC 213-830-7519

DURA LUBE

$1000 MOTO-CROSS

Payoff
1st $160
2nd 85
3rd 50
4th 25
5th 15
100 Pros Cash Payback

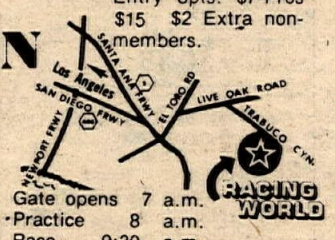
125 — 250 — Open
PURSE

SUN JULY 10
RACING WORLD

TRABUCO CANYON, CALIF.

ALL NEW..
EUROPEAN
"BOSCH"
TRACK
CAMPING

Entry Spts. $7-Pros $15 $2 Extra non-members.



Gate opens 7 a.m.
Practice 8 a.m.
Race 9:30 a.m.

DON'T MISS THIS ONE . . .

DURA LUBE
to top 5 each class

Upcoming
$1,000 Purse
July 31st

July 10 $1,000 Purse MX
Saddleback Park
714-541-9439
AMC

AMC
RACE SCHEDULE
July 10—Saddleback—$1,000 Purse
July 17—Carlsbad
July 24—Saddleback
INFO 714-541-9439

INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days — 7 a.m. 'till dark
Moto-X races every Sunday
2 miles west of Interstate 5
on Highway 126 at Castaic
(805) 259-8000

Youth Division Indian Dunes
Calendar of Events
213-881-5778
AMERICAN MOTO-CROSS A.M.E. ENTERPRISES
Friday, July 8-Mini Track
Sunday, July 10-Int'l. Track
Friday, July 15-Mini Track
Friday, July 22-Mini Track

SADDLEBACK SAT. MX
Motocross Every Saturday
info: 714-495-4771

SHORT TRACK
South Bay Park Spdwy., San Diego, CA. I-805 south from Chula Vista, take Junction 117 and go east 5 mi. 2 Pro classes, 250 and 500, 4 Sptsmn classes w/req'd. stock frames. No assn. card req'd., track will carry ins. 714/420-7414, 469-6092.

July 16-17

AMA GRAND NATIONAL RR
Sears Point International Rcwy., Hwys. 37 and 121, Sonoma, CA. Camel Pro Series event. Gates open 7 am both days. Tickets: Sat. only, $4; Sun. only $8; Both days, $10; Kids 6-12, half price. Weekend ticket and paddock, $15. Tickets at BASS, Ticketron and participating M/C dealers or the track. 707/938-8448.

July 17

CRC MOTOCROSS
Indian Dunes, Valencia, CA. 2 long motos and $ for Ex, 3 motos and 30% brass for Sptsmn. All classes, $3000 med. ins. Gate open 7 am, prac 8, race 9:30. Sptsmn $7, Ex $12, $2 extra for non-memb. 213/830-7519.

AMA 500 NATIONAL MX
Lake Whitney Cycle Park, Lake Whitney, TX. 125cc Support class.

D-37 HARE SCRAMBLES
Limed from Lucerne Valley, CA, to Camp Rock Road. Desert Daisies Lace Chase. Two 35-mi. loops. Beg. and Trail Nov. go one loop. Entry $8. 8 am start. 714/837-9638, 626-7758.

CRRC ROAD RACE
Hallet, OK. CRRC, P.O. Box 3828, Austin, TX 78764. 512/476-5470.

CMC MOTOCROSS
Suntarget Sports, 13 mi. east of Yakima, WA on Hwy. 24. dmission $3, Am. entry $5, Pro $10. 100% Pro p.b. Sign up 8:30, prac. 10-10:45, race 11 am. 509/453-8880.

D-36 SEMI-PRO MOTOCROSS
Santa Cruz Cnty Frgrds., Hecker Pass Rd., Hwy. 152, Watsonville, CA. Signup 6 am, prac. 8, race 9:30. Entry $6.50 plus gate for Nov/Am., Ex. $15. 100% p.b. to Ex. Ridge Runners M.C. 408/426-3237, 475-3619.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Open 7:30 a.m.; sign 8-9:00; prac. 8-9:00; race 9:30 a.m. Jrs., Ints. $7 mail, $10 post. Pros $12 mail, $15 post entry. 714/557-3323. CMC, Box 1402, Costa Mesa, CA 92626. $2000 purse.

B.O.S.S./CMC MOTOCROSS
Helvetia Park, West Sacramento, CA. All classes. Entry $9, Pro $15. 100% p.b. to Pros, 30% trophies. Free camping, swimming. 916/635-5240.

CMC MOTOCROSS
Mountain View Cycle Park, 4 mi. SE of Sandy, OR. Hwy. 211 to Bornstedt Rd., left to Rude Rd., right to track. All classes plus 30-40, Old Timer, Beg. Entry $8 Sptsmn, $12 Pro. 100% p.b. to Pros, 30% trophies. Gate opens 8 am, prac. 9, race 10. 503/668-7254, 665-6062.

MVMC MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy. 60, take Theodore off-ramp. All classes. 714/653-2633, 735-1301.

MOTOCROSS
Motorcycle Rcwy., Oklahoma City, OK. 405/627-3989.

AMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Gate open 7 am, prac. 8-9, race 9:30. No mail entry. $7/$12 post, $2 extra non-memb. $3000 med. ins. 100% Pro p.b., 30% brass. 714/541-9439.

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. Rain or shine. $663 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Gate $3, Nov. entry $5, Int. $6, Ex. $7. Nov. prac. 9 am, race 10. Int/Ex. prac. 1 pm, race 1:45. Payoff to Senior classes only. All classes. 817/277-9917, 267-9153.

MOTOCROSS
Deschutes Rcwy., Hwy. 97 6 mi. north of Bend, OR. Mini thru Open Pro. 33% trophies, 100% p.b. Entry $7, Pro $10. Spect. $5 per carload. Gates open 8 am, prac 9, 1st race 10:30. 503/389-3334.

MOTOCROSS
Edwards AFB, corner Forbes and Lancaster Ave. Desert Wheels MC. Sign up 7:30-9 am, race 9:30. Beg., Jr., Int., Ex. Entry $6, Ex. $8, gift cert. to 1st two Ex. 33% same day brass. Free overnight camping, no charge for spectators. P.O. Box 37, Edwards, CA 93523. 805/258-4250.

P.I.T.S. OBSERVED TRIAL
Redwood Rd., Castro Valley, CA. Off Castro Valley Blvd. All classes. $1 donation. Club events. East Bay P.I.T.S., P.O. Box 2601, Castro Valley, CA. 415/582-9211.

SRA GRAND PRIX
Riverside Rcwy., Riverside, CA. 1-hr. races. Prac. 8 am, team race 3:15 (team entrys must be mailed together w/both entry fees). Beg, Nov, Am, Ex. classes. Entry $10 mail, $12 post, gate $4. SRA comp. lic req'd, $6. 1744 W. Carson St., Torrance, CA 90501. 213/320-1015. O/N camping OK.

KMSA MOTOCROSS
Olsburg, KS. From Olsburg, go ½-mi. East on State 16, turn south, go 1½ mi. Mini-100-125-250-Open-Women's classes. Sign up 9 am to 12, prac. 10—11:45, riders mtg. 11:50, race noon. 50% of gate to Sr. riders. Knobby Hills, Inc., RR 4, Box 23, Manhattan, KS 66502. 913/539-8510, 456-9576, 456-2738.

July 17-22

DONNER TRIALS SCHOOL
Guest instructors include Marland Whaley, Bernie Schreiber, Mark Eggar and Debbie Evans. Cost is $135 which includes dorm. lodging (sleeping bag) meals and instruction. $25 deposit req'd. Mitzi Saylor, Donner Trials School, P.O. Box 66, Norden, CA 95724. 916/426-3578.

July 19

SEMI PRO SHORT TRACK
Santa Rosa Frgrds, Chris Beck Arena. AMA race. Pit gates open 5 pm. 1/5th-mi. dirt track. 707/545-4200.

July 22

GARDENA GOLD CUP HALF MILE
Ascot Park, 18300 So. Vermont Ave., Gardena, CA. Pit gate opens 5 pm, 1st race 8. $2000 purse. 16 events, full Nov, Jr, Ex. program. Adulsts $5, children $2.50, kids under 9 free with adult. Agajanian Enterprises, P.O. Box 98, Gardena, CA 90247. 213/321-5323, 323-5055.

July 22-24

MOTORCYCLE USA SHOW
Long Beach Arena, Long Beach, CA. Public show times: Fri., 6-11 pm; Sat., noon-11 pm; Sun., noon-10 pm. Evel Knievel, Russ Collins, motorcrossers, road racers, customs, show bikes and antiques will be there. $5.95 for adults, $3.95 for kids under 12, kids under 6 free. Continuous movies. 213/990-6533.

July 23

GRAND NATIONAL TT
Ascot Park, 18300 So. Vermont, Gardena, CA. Camel Pro series classic. 5/8ths mi. steeplechase course. Experts only, $14,000 purse. Adults $9, children $4.50, kids under 9 free with adult. Tickets at all Ticketron outlets, or from Agajanian Enterprises, P.O. Box 98, Gardena, CA 90247. 213/321-5323, 323-5055.

CMC MOTOCROSS
Mountain View Cycle Park, 4 mi. SE of Sandy, OR. Hwy. 211 to Bornstedt Rd., left to Rude Rd., right to track. Al classes plus 30-40, Old Timer, Beg. Entry $8 Sptsmn, $12 Pro. 100% p.b. to Pros, 30% trophies. Gate opens 8 am, prac. 9, race 10. 503/668-7254, 665-6062. Mini Series.

July 24

POKER RUN
Leaves Quality Cycle Repair, 4151 Redondo Beach Blvd., Lawndale, CA btwn. 8 and 10 a.m. 213/542-0356, 542-4810.

BOSS/CMC MOTOCROSS
Hollister Hills, Hollister, CA. Entry $9, Pros $15, 100% Pro p.b., 30% trophies. New track layout. Water for track. Gates open 6:30 am, race 9. 916/635-5240.

MOTOCROSS
Cycle Haven Pk., Long Beach, CA. Across from L.B. Naval Base, 1 blk. E of V. Thomas Bridge. Prac. 7:30 am, race 9. Entry $6, gate $1, Pros $12. 33% trophies. 213/832-6844, 547-1818.

MOTOCROSS
McAllen MX Park, next to Miller Inter. Airport, McAllen, TX. Entry $6, Ex. $8, money to Ex. McAllen M.C. 512/686-4181.

CMC MOTOCROSS
Washougal Motocross Park, Washougal, WA. Hwy. 14 to Washougal, 6 mi. on #140 to N.E. Hughes, R on N.E. Borin. Gates open 7 am, prac. 9-10, sign up closes 9:45, race 10:30. CMC lic. req'd., $8. 100% p.b. for Pros, paid by moto. 503/649-5673.

AMA HALF MILE
Cal Rayborn Memorial. South Bay Park Speedway 117, Chula Vista, CA. Ex., Jr., Nov. Pit gates open 10:30 am, time trials 1:30 pm, race 2:30. I-805 South from Chula Vista, take Junction 117 east 5 mi. P.O. Box 995, Chula Vista, CA 92011. 714/420-7414.

AME YOUTH DIVISION MX
Indian Dunes, Valencia, CA. All classes Pee Wee thru 105cc stock and mod. Mini track. 33% brass. Prac 8 am, race 9. Entry $7, memb. req'd., $8. $4000 med. ins. P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX. Split program, Nov. Signup 8-9 am, prac. 9-10, race 10:15. Int/Ex. signup noon, pract. 1 pm, race 2. Entry $5 Nov.; Int. $6; Ex. $8. Purse $705 or 50% of gate in bad weather. 817/694-2901.

D-36 MOTOCROSS
Plymouth Raceway, Plymouth, CA. Hwy. 16 east from Sacramento Hwy. 50; Hwy. 49 east from Placerville. All classes. Entry $8 Sptsmn., $15 Ex. 100% Ex. p.b., Gate opens 6 am, 1st race 8:30. 916/961-3083, 961-1211.

CRC MOTOCROSS
395 Cycle Park, Adelanto, CA. 2 motos, cash for Pros. 30% trophies for Sptsmn. New long combination track. Entry $7 Sptsmn., $12 Pros, non-memb. add $2. Gate open 7 am, prac. 8, race 9:30. Overnight camping. 714/689-6114 days. Hi-desert Championship MX Qualifier.

AMA 500 NATIONAL MX
Cycle World, USA, St. Peters, MO. Support class TBA.

CRC MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 2 long motos and $ to Ex., 3 motos and 30% brass to Sptsmn. All classes. Overnight camping free. Gate opens 7 am, race 9:30. Entry $7 Sptsmn., $12 Ex., $2 extra non-memb. 213/830-7519.

CMC MOTOCROSS
Mountain High Internat'l, 34 mi. NE of Fresno, CA. Hwy. 99 to Hwy. 41 to North Fork, O'Neals turnoff to rd. 200 to Rd. 221 5780 E. Holland, Fresno, CA 93727. 209/291-8793.

July 24-29

DONNER TRIALS SCHOOL
Guest instructors include Marland Whaley, Bernie Schreiber, Mark Eggar and Debbie Evans. Cost is $135 which includes dorm. lodging (sleeping bag) meals and instruction. $25 deposit req'd. Mitzi Saylor, Donner Trials School, P.O. Box 66, Norden, CA 95724. 916/426-3578.

July 30

D-36 SEMI PRO SHORT TRACK
Oakdale Pioneer Arena, Oakdale, CA. Btwn. Oakdale and Escalon, off Hwy. 120, south on Pioneer Ave. All short track classes under 500cc. Sign up 4:30-6:30 pm, prac. 5-6:30, race 7. Entry $4, 2nd bike $3. 209/847-5558, 869-1457.

July 30-31

P.I.T.S. OBSERVED TRIALS
Donner Ski Ranch, Norden, CA. I-80 east to Soda Springs/Norden exit. Ex, Am, Nov, Kids classes. Entry $4.50, $3.50 PITS memb. Sat.: Fun day, Sun.: Class "A" trial. Spark Arrestors req'd. Sign up 8 am, riders mtg. 10, trial starts 10:15. 916/885-4062.

July 31

MOTOCROSS
Spring Valley Motocross, Clyde, TX. 9 mi. E of Abilene to Cherry Lane exit, N 1.2 mi., turn right and follow curve. Sign up 9 am, prac. 10, race noon. Rain or shine. $1000 purse if 8 Ex. per class, $500 otherwise. Entry $4 Jr., $5 Int., $7 Ex. Gate $3. Free overnight parking. 915/673-3815.

AMA 500 NATIONAL MX
Unadilla Sport Center, New Berlin, N.Y. Support class TBA.

D-37 EUROPEAN SCRAMBLES
Limed from Adelanto, CA, and HiVista on Shadow Mtn. Rd. 8 am start. All classes and pie platers welcome. Checkpoints M.C. 213/941-1077.

AMA GRAND NATIONAL MILE
DuQuoins State Frgrds., DuQuoin, IL. Tickets $6 thru $10. P.O. Box 182, DuQuoin, IL 62832. 502/964-6415 (Wm. H. King, Louisville Downs, promoter).

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. Rain or shine. $663 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Gate $3, Nov. entry $5, Int. $6, Ex. $7. Nov. prac. 9 am, race 10. Int/Ex. prac. 1 m, race 1:45. Payoff to Senior classes only. All classes. 817/277-9917, 267-9153.

WMRRA ROAD RACE
Seattle International Raceway, Kent, WA. WMRRA. 2200 N.E. 75th, Seattle, WA 98115. 206/246-9700, 774-0505.

SHR MARATHON
Sand Hill Ranch, corner Camino Diablo and Vasco Rd., Brentwood, CA. All ride together, scored separately. Sign up by 9:30 am sharp, race 10-12. Entry $6 per bike, $3 gate. $25 to OA winner, 30% trophies. 415/634-3320, 634-1667.

SRA GRAND PRIX
Carlsbad Rcwy., Carlsbad, CA. All post entry, $10. Gate $4, SRA Competition lic. req'd., $6. 213/320-1015.

CRC MOONSHINE GRAND PRIX
Indian Dunes, Valencia, CA. 50-min. races on 3-mi. course. Gates open 7 am, prac 8, 1st race 9. Sptsmn. mail entry $10, post $13. Ex. post entry only, $15. Teamrace $8 per rider. Non-memb. add $2. Cash to Ex. Entry and 1 SASE to CRC, 7601 Arlington, Riverside, CA 92503. 714/689-6114, (days), 213/830-7519.

D-36 SEMI PRO SHORT TRACK
Salinas Airport, Hwy. 101 and Airport Blvd. Sign up 8 am, prac. 10, heats noon. Class C traction. Nov/Jr/Minis $5 entry, $6 Ex. 100% p.b. to Ex. 408/899-2401, 394-8225.

CRC $1000 MOTOCROSS
Racing World Bosch Track, Trabuco Cyn., CA. 2 long motos for Ex., 3 motos and 30% trophies to Sptsmn. Cash payback to 100cc Ex., purse to 125, 250, and Open. All classes. O/N parking OK. $3000 med. ins. Gates open 7 am, 1st race 9:30. 213/830-7519.

MOTOCROSS
Motorcycle Rcwy., Oklahoma City, OK. 405/627-3989.

August 3

SHORT TRACK
Country Fair & Napa Town, Napa, CA. Gates open 3:30 pm, Prac. 5, race 7. Classes: 125, 200, 250, 360 Nov; 250, 360 Jr, Ex. Also Minis. High point series. Aragon M.C., P.O. Box 1311, Novato, CA 94947. 415/892-5350.

August 5

AMA GRAND NAT'L SHORT TRACK
Santa Fe Speedway, 91st and Wolf Rd., Willow Springs, IL. 312/839-1050.

August 6

D-36 SEMI PRO SCRAMBLES
Willow Creek Rcwy., Willow Creek, CA. Off Hwy. 299 btwn Eureka and Redding. Gates open 2:30 pm, racing at 6. Entry $8 Nov/Jr, $12 Ex. 100% Ex. p.b. Far West M.C. 707/822-3654.

August 6-7

U.S. SPEEDWAY CHAMPIONSHIP
Owego, NY. Entries close July 7. Champion Speedway, Inc., c/o Joe Biesecker R.D. #2, Spencer, N.Y. 14883. 607/748-8164, 589-4213.

August 7

CMC MOTOCROSS
Washougal Motocross Park, Washougal, WA. Hwy. 14 to Washougal, 6 mi. on #140 to N.E. Hughes, R on N.E. Borin. Gates open 7 am, prac. 9-10, sign up closes 9:45, race 10:30. CMC lic. req'd., $8. 100% p.b. for Pros, paid by moto. 503/649-5673.

AFM ROAD RACE
Ontario Motor Spdwy. I-10 to Haven exit, Ontario, CA. Gate open 7:30 am, prac. 8:30, race 1 pm. GP. Prod., SuprSt, sidecar classes. Pre-entry $16 & $7, post entry $18 & $8. 4996 Argyle Dr, Buena Park, CA 90620. 714/523-3892.

D-36 SEMI-PRO MOTOCROSS
Santa Cruz Cnty Frgrds., Hecker Pass Rd., Hwy. 152, Watsonville, CA. Signup 6 am, prac. 8, race 9:30. Entry $6.50 plus gate for Nov/Am., Ex. $15. 100% p.b. to Ex. Ridge Runners M.C. 408/426-3237, 475-3619.

S.R.A.C. TIMBERLINE ENDURO
Steamboat Sprgs., CO. 30 mi. north of Steamboat on Rd. 129. 125, 200, 250, Open A&B classes. 100 mi., 350 rider limit. Entry $16. P.O. Box 794, Steamboat Springs, CO. 303/879-0167.

August 13

CMC MOTOCROSS
Little Okie, Madera, CA. North on Hwy. 99 to Ave. 29 offramp, Ave. 21 to Ave. 12. Full mini, 100 to Open classes. Entry $7 mail, $9 post. 100% p.b. to Ex. Fresno Cycle Center, 2250 E. McKinley, Fresno, CA 93711. Night race, prac. at 5 pm, race 6. 209/233-1834.

D-35 TT SCRAMBLES
Visalia Rodeo Grounds, Hwy. 99 to Hwy. 198, behind the Holiday Inn. Sign up 2:30 pm, prac. 5-6, races start 6:30. Entry $4 one bike, $3 extra bike, $1 insurance. Spec. $3, children $2. 209/732-6833.

August 13-14

AME YOUTH DIVISION MX
Indian Dunes, Valencia, CA. $150 guaranteed purse or 85% p.b., whichever is greater, to Mini Pros. Point fund for Super Summer Series. Mail entry $10 (2 or more classes, $8), post entry $20. Mail entry must be in 5 days prior to event. Mini Pro $15 mail, $25 post. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

August 14

CRC MOTOCROSS
395 Cycle Park, Adelanto, CA. 2 motos, cash for Pros. 30% trophies for Sptsmn. New long combination track. Entry $7 Sptsmn., $12 Pros, non-memb. add $2. Gates open 7 am, prac. 8, race 9:30. Overnight camping. 714/689-6114 days. Hi-desert Championship MX Qualifier.

Russ Darnell Motocross Schools

July 25-26 — School Saddleback Park, Orange, CA
August 15-19 — Training Camp. McMinnville, OR
August 22-26 — Training Camp. Donner Ski Ranch, Soda Springs, CA
August 22-26 — Training Camp. Saddleback Park, Orange, CA
August 29-September 2 — Training Camp. Mosier Valley, TX
September 5-6 — Motocross School. Indian Dunes, Valencia, CA

Information: 213/249-5032, 367-1722.

1977 AMA Camel Pro Series Schedule

June 24	Hinsdale, IL	TT
June 26	Columbus, OH	HM
July 2	San Jose, CA	HM
July 9	Castle Rock, WA	TT
July 16-17	Sonoma, CA	RR
July 23	Gardena, CA	TT
July 31	DuQuoin, IL	M
Aug. 5	Hinsdale, IL	ST
Aug. 7	Peoria, IL	TT
Aug. 14	Terre Haute, IN	HM
Aug. 21	Mt. Pocono, PA	RR
Aug. 27	Indianapolis, IN	M
Aug. 28	Indianapolis, IN	M
Sept. 4	Middletown, NY	HM
Sept. 11	Syracuse, NY	M
Sept. 17	Toledo, OH	HM
Setp. 25	San Jose, CA	M
Oct. 2	Riverside, CA	RR
Oct. 8 or 9	Gardena, CA	HM
Oct. 9	(t) Sacramento, CA	M

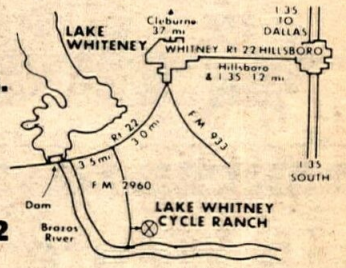
Mr. Pibb and Radio Waco
Proudly Presents

The Lake Whitney 500 National July 17, 1977
AMA Sanctioned

Special!! Steak Dinner Sat. night $4.00
Breakfast Sun. morn. $2.50

• Aerobatics Show • Airplane Rides
by DeVaughn Mitchell of Mosier Valley fame
Saturday & Sunday, July 16th & 17th

Special Attraction!!!
Bob 'Superman' Pope, Free Fall Parachute Artist, will jump at Opening Ceremonies & at Intermission
Gate: $7.00 Adults, $3.00 6-12 yrs.
SAVE!! Pre-sale $5.00 Adults, $2.00 6-12 yrs.
Tickets available at many Sears Stores — or Money Order to:
Cycle Ranch,
PO Box 786, Whitney, Texas 76692
Phone (817) 694-2901
Camping $2.00/car
Gates open 24 hrs./day
Practice 9:30 am Race 12:00 Noon
Over $9,000 in Posted Awards



DRA Members

A group to continue family type racing is being formed. If you are interested in desert racing fill out the coupon below & mail it immediately.

ACT NOW — TIME IS CRITICAL

NAME_____ADDRESS_____
CITY_____STATE_____ZIP_____PHONE_____

mail to: Cycle News, Dept. A, PO Box 498, Long Beach, CA 90801

AMA AMERICAN MOTORCYCLIST ASSOCIATION

SHORT TRACK NATIONAL QUALIFIER

AMERICAN MOTORCYCLE ASSOCIATION

Mini and Amateur National Qualifier
Sunday, July 17, 1977 at Benton Lane Park

4 miles west of Junction City, Oregon on Hwy. 99 W. Sponsored by Territorial Motorcycle Racing Association. Mini Qualifier — 6 classes. Amateur Qualifier — 100cc thru Open, sign in 9:00 a.m. Come join the fun! Our park facilities include: Overnight camping — swimming pool — restaurant and skating rink.

For more information call 503-746-4505

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____
Location _____
How to get there _____
Classes _____ Purse _____ Entry fee _____
Mailing address _____
Other info _____
Your name _____ Phone number for info _____

TRABUCO CANYON CALIFORNIA
714-581-6400
July 10
'Duralube'
CRC $1,000 Guaranteed Purse on European Bosch Track

Cycle News Want Ads do it

Race Schedule
July 10-Escape Country — $1,000 Purse
July 17-Indian Dunes
July 24-De Anza
CRC 213-830-7519

AFM Road Racing Schedule
July 10 -Riverside
August 7-Ontario
American Federation of Motorcyclists
714-523-3892 916-392-0611

ADRA Race Schedule
Arizona Desert Racing Assoc.
Call for date of next event
602-252-1900

WANT ADS

Help Wanted

Wanted experienced Hon. mech.
At least 4 years experience, with ability to write service orders. Send resume to Cycle News, Dept. TCS, P.O. Box 498, Long Beach, CA 90801. (27/2x)

Parts counterperson
Experience desired, large Honda dealer, company benefits, paid vacation. Ask for Don (213) 345-7616. (27/3x)

British bike mechanic
Five day week, $8/hr. mechanic share. Robert M. Law Motorcycles, Anaheim, CA. (714) 533-1309. (26/TFN)

Honda mechanic
3 years experience. See Jim. Whittier Honda, 14324 E. Whittier Blvd., Whittier. (213) 698-0065. (25/TFN)

Job opening
3 years experience on parts. Contact: City Cycle Center, 8423 Rosemead Blvd., Pico Rivera, CA. (213) 861-6217, (213) 861-4139. (24/3x)

Harley-Davidson West is expanding
its facilities. Immediate openings for one experienced parts counter person. Excellent company benefits. Salary + commission. Call Deni (213) 822-3426. (26/3x)

Wanted Honda parts person
Male or female. Excellent salary & benefits. Experienced only need apply. 2555 N. Main, Walnut Creek, CA 94596. (415) 934-0534. (26/TFN)

Mechanics for Bill Krause Harley-Davidson
In need of experienced H-D motor/mechanic. the job will be what the right man makes of it. Will build to grow. Contact Jim Parkinson; Bill Krause H-D, 1257 S. La Brea, Inglewood, CA 90301. (213) 671-0405. (26/3x)

Harley-Davidson or Yamaha
mechanics wanted. Must be experienced. 5 day week, good pay. Dale's Modern cycle, 225 E. Baseline, San Beranrdino. (714) 884-6964. (24/TFN)

Yamaha mechanics needed
San Francisco mid-peninsula, 5 day week, experienced only need apply. Contact Don (415) 366-3814. (26/2x)

Experienced mechanic
5 day week, paid medical, commission with guarantee. Foothill Yamaha, 7139 Foothill Blvd., Tujunga, CA. (213) 352-3277. Ask for Ron. (24/TFN)

Parts manager wanted
or parts man. Must be experienced in Honda parts. Paid holidays, vacations, profit sharing, insurance, etc. Apply, Hacienda Heights Honda, 507 N. Azusa, La Puente, CA. (213) 968-6461. (26/3x)

Honda mechanic $17—$20,000 per year potential
Golden opportunity with one of L.A. area's oldest and largest dealership. Long Beach Honda. Only mechanic who can beat Honda flat rate need apply. Contact Wess Mullen (213) 423-1433. (27/3x)

Good mechanic wanted
Good pay, 5 day week, excellent long range opportunity. Contact Doc Traimon at (714) 686-1681 (call collect). (27/2x)

'76 KTM 400
Excellent condition, many extras, never raced, 6 mos. old, $895.00. '77 ATC Honda 110cc, powerall cam and pipe, Mikuni, many extras. (714) 747-8204. (26)

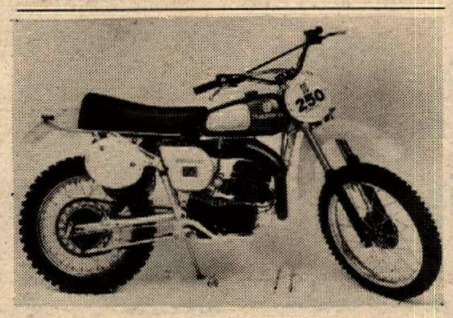
'75 Husqvarna 360GP
Xlnt. cond., never raced, xlnt. desert or MX, $850. (213) 790-0947. (26)

'74 Yamaha 250MX, Hodaka 100
250, very fast, desert or moto ready, laid down, S&W Freons, new seat, xtras, $475 or best. 100, exlent cond., Girlings, $275 or best. (213) 289-6412 Mike. (26)

250 YAMAHA ENDURO — '71 with '73 engine, 21, trick kit, Filtron, Hooker pipe, '78' sticker. Asking $349.00. (213) 927-8265. (27)

HONDA 100 DIRT BIKE. Great first bike or pit bike, $149. (213) 726-1024. (27)

Motorcycle trailers
2, 3, or 4 rail. Big wheels, springs and shocks. $275.00. (213) 630-3799. (27/TFN)



Don't buy a 390 or 250 Husky
before you've talked about preparation, service, warranty and PRICE with us. Bill Satlzman's M/C (213) 337-6811. (24/4x)

Bul 360 & Honda MR175
Both '75, and both immaculate. $595 for Bul, $475 for Honda. Must! sell for college expenses. (213) 899-9624. (27)

'74, 250 YZ, $500. 35mm Canon
Trade for camera equip. Canon F-1, Pentax-MX, Nikon F2A, Minolta XE-7, bike super cond. (213) 697-8758. (24/8x)

'75 Bultaco 250 Pursang
Sun rims, Works Perf., Vesco tank, super seat, standard bore, up pipe, $420.00 or best offer. (714) 996-2957. (27)

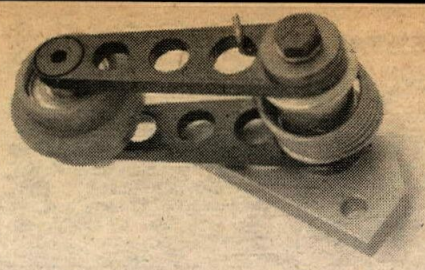
Suzuki dealership Pac. N.W.
Well established, reputable dirt and street outlet in rapidly expanding rural area. Ideal family operation. Reply to Cycle News, P.O. Box 498 Dept. TAB, Long Beach, CA 90801. (27/3x)

Suzuki trail bike
'74 TM125, many xtras, very dependable, good cond. Must sell, $450 or best. (213) 641-4859. (27)

Falta Replica 250, $1,000.00
Fox Airshox, GP porting, 36 Mikuni, up-pipe, Sun's, 230 lbs. wet. Also CZ wheels comp., $100.00 each and Champion CZ frame, $300.00. Many misc. parts. (415) 685-4157. (27)

Cheney Triumph 500 twin
Nickle frame, $500. Greeves Challenger MX 250, new paint, $200. both bikes are extra clean and have rebuilt engines. Days and early eves. (213) 370-2667. (25/3x)

'76 FMF Suzuki 125A
Complete FMF package racer. Also includes Works Performance shocks, Marzocchi forks, swingarm and much more. Super fast, expertly maintained. $750.00 or best offer. (213) 360-7989. (27(



The Finisher
Best chain tensioner available. Winner 250 Baja 1000, 125 Parker 400, 250 Baja 500. Used by Tim Lunde, Bob Marino, Sue Fish, Mike Tripes, Bruce Ogilvie, Bob Rutten, Mark Lawrence and other chargers. 125 YZD, RMA & B 125, RMA & B 250/370, $38.00. 250/400 YZD, $42.00. Most other popular models, minis too. Shipment UPS, COD or prepaid. Calif. res. add sales tax. FOB REVCO, 1453-L VIRGINIA ST., BALDWIN PARK, CALIF. 91706. (213) 337-1595. (25)

Maico 450 AW and trailer
Very little use, carefully maintained. Original top end and primary. Fork boots, new Diamond chain and sprockets, heavy duty spokes, excellent condition. $1,000. Comet 3 rail trailer, spare, registered. $195. (714) 837-9346. (27)

Rickman motorcycles
On consignment from customers: Match pair, '74, 125cc Six Days, licensed, under 1000 miles each, $750/pair. Like new '74, 125 MX, $550. '75 Kawasaki 900-powered CR, $2500. These values plus giant inventory of parts, accessories. U.S. Ditributors: Target Products, 2724 West Main, Alhambra, CA 91801. Ph. Jack at (213) 284-3238. (27)

Finisher pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20% Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987. (4/TFN)

Russ Darnell MX School
5 DAY CAMPS. July 4-8th, Indian Dunes. Aug. 15-19th, McMinnville, Ore., Aug. 22-26th at Saddleback. Aug. 22-26th Donner Ski Ranch. 2 DAY SCHOOLS, July 25 & 26th, Saddleback; Sept. 5 & 6th, Indian Dunes. (213) 249-5032 or (213) 367-1722. (23/TFN)

'72 suzuki enduro 125, excellent condition, $200.00. (213) 927-8265. (27)

'74 Honda CR125 Elsinore
Forward mounted Bilsteins, 32 DG, Mikunj, Torque eng. pipe, ridden little, never raced, very clean. Must sell, $450. Helmet, leathers, boots for sale also. (213) 984-2323. (27)

'77 YZ 400 D's
Many in stock. Also complete selection of ITS 175, 250, 400. City Cycle Center, 8423 Rosemead Bl., Pico Rivera, CA. (213) 861-4139. (27/2x)

COMPLETE Champion chassis w/Yamaha 360 motor — make offer. '74 DT125 Yamaha, wife's bike, 500 mi. (714) 792-1058. (27)

'77 Husky 390 CR
Two new '77 Husky 390s and two new '77 Husky 250 CRs ready for delivery. Summit Husqvarna, 14284 7th St., Victorville, CA. (714) 245-3447. (27)

1976 Speedway Jawa
Super clean, perfect mech. cond. New paint, fresh top end, some extrs, $1450. (714) 653-1696 or (714) 875-2884 after 5:30. (27/3x)

'77 BULTACO 370 must sell. Perfect cond., make offer. (213) 867-5350. (27)

'74 TM 100 trick
FMF porting & pipe, 32 Mik., Red Line swingarm, Boges, heavy duty spokes in rear, chain tensioner. Runs & looks good, $295. (213) 430-9545. (27)

TT 500 earth mover
'76, VDO, Mikuni, S&W tensioner, high pipe, 1300 mi., reliable, $1000.00. (213) 635-9006. (27)

TT500 '76 Yamaha
Lots of extras, very clean, low mileage, $975.00. (213) 674-4480. (27)

'74 TY250A Yamaha, $500.00
Must sell! Excellent condition, ridden very little, all stock. (714) 830-7727. (27)

'74 Yamaha 360 MX
Vesco, lay downs, Konis, air forks, many more extras, runs perfect, fast. $500.00. (714) 586-3254. (27)

'76, 250 CR HUSKY, many extras, $900 or best offer. (213) 868-2316. (27)

Attention Pro-Trac trailers
After much demand we are now able to take a few orders for these CUSTOM TRAILERS. Gas storage, front work bench and parts for the 20' model. Built with you in mind (seen above). Contact Jim Moore, Lassen Camper Mfg., 7685 Placer Rd., Redding, CA 96001. (916(241-1100. (26/4x)

'73 CR250 HONDA. LOOKS SHARP, runs great, Grand Prix barrel and carb. Never raced, trail ridden only. Going to college. Must sell, $375. (213) 325-0580. (27)

1971 Husky 250 8 speed
Many extras, excellent cond. (714) 962-1891. (27)

Suzuki RM250, $725
S & W shocks, excellent condition, going away to college. Must sell. (714) 639-0344. (27)

'76, 125 YZC Yamaha
Whtie Bros. shock, big gas tank, skid plate, alum. bars, exlnt. cond. $575.00 cash. (714) 998-2096 or (714) 630-2475. (27)

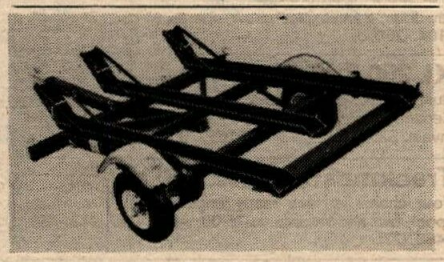
'77 Maico AW 400
Wheelsmith pipe, Andres bars, Fox gas shocks, new tires, heavy duty spokes and more, very ltitle use, excellent cond. $1250. (213) 448-5441. (27)

For sale RD 125
New brakes, back rest, excellent condition. $350.00. (714) 963-9558. (27)

Go climb a hill: SC500 Yam.
Blows the doors off TT500s. Stock and very clean, special piston. Bought in Oct. 1974. $600/offer. (714) 993-4280. (27)

1975½ Bultaco Pursang 250
Fox shocks, Metzelers, S & W fork springs, Magura throttle, matched, Diamond chains, Mudder, Twin Air, square body Amal. $685/offer. Jeff (213) 996-7050. (27)

1977 Catalog
Make the best better. High pipes, chain tensioners, CDI ignitions, aluminum swingarms. Catalog, $1.00. Aaen Engineering, Dept. CNW, 1266 Sheridan Rd., Kenosha, WI 53140. (414) 552-8981. (23/4x)



Cycle trailers...$199 & up
1, 2 & 3 Rail — Major Brands + 4 & 5 Rail Customs—Small or large wheels. Also Utility & Vehicle Trailers & Hitches. MS (213) 767-1757. (23/TFN)

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Liquidating two warehouses of mechanic & bodyshop tools, etc., etc. Practically giving them away. Western Automotive, 7811 Lankershim Blvd., No. Hollywood, or 6866 E. Washington Blvd., City of Commerce. Inside Calif. (213) 875-3770, (213) 724-4774. Outside Calif. call toll free (800) 423-2476. (25/4x)

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WE have ALL 125 Zundapp and 250 Montesa parts, plus early Mk III and Mk IV Metisse items. Giant inventory. Jack Byers, Target Products, 2724 W. Main, Alhambra, CA 91801. (213) 284-3238. (27/TFN)

'70 HODAKA SUPER RAT — very competitive for the beginner. Some modifications for speed! $200.00. (After 5 p.m.) (213) 288-3679. (27)

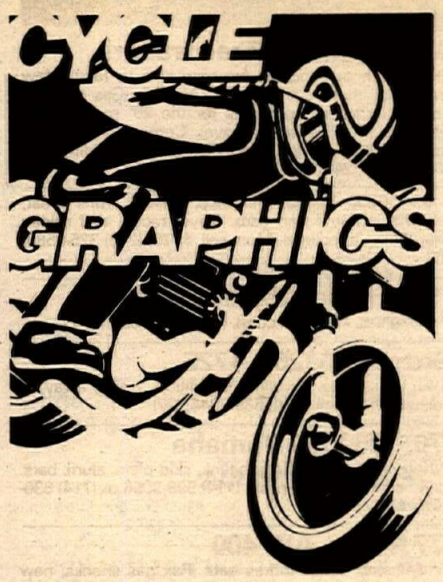
Ultra-trick CZ 400
210 lbs. wet! CMS frame, 8" air forks, 9" Works Performance rear, DID, Mikuni, Motoplat, etc. $825.00. M-F 9:00-5:00 (415) 451-2089. (26/4x)

1976½ Husky 250CR
Excellent condition, new MX tank, plus Vesco desert tank, Pro-fab 4130 needle bearing swingarm, gussetted frame, fresh top end, many spare parts, $890.00. (714) 996-4355 or (213) 695-4725. (27/2x)

Kawasaki Jet Ski
1973, green, low hours, $875.00. Mike 'Mumford (714) 541-5720. (27)

XL 305 Maico
Sell or trade for XL 125. After 6:00 (714) 642-7097. (27)

'77 Husky 390 CR
7 hours, warranty, extras, perfect, $1795.00. (713) 667-1731. (27/2x)



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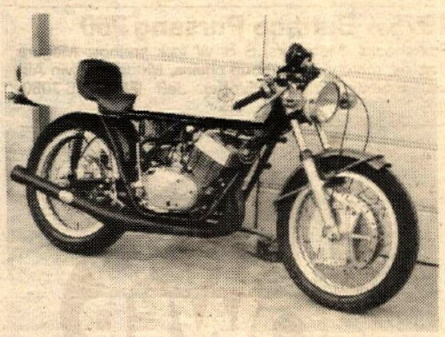
'77 Bultaco 250 Pursang
Brand new, ridden one time only. $895.00. (714) 832-9618. (25/3x)



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1976 YAMAHA TT500 — All stock, excellent condition, must see. Asking $1075.00. (213) 780-7398. (25/4x)

'76 SUZUKI RM 100, Betor forks, skid plate, excellent condition, $375.00. (213) 326-2935 or (213) 540-5793. (26/2x)

TZ-250 Yamaha
Lay-down shocks, just rebuilt, spares, $1150. (714) 440-8104. (25/2x)

XL 250 B. Bell Honda
Built to 310, ported head, cam, Mikuni, K&N, S&W, Ceriani 8", Skyway, Petty, alloy skidplate, DID, $1600 invest. Sac. $750. (213) 428-1692. (27)

Trackmaster Kaw. 350 or 250
Your choice of race ready engines, rear disc, front spool, fast and reliable. $675.00. After 4:30 (213) 498-1486. (27)

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One of a kind; fast & beautiful. Raced by Marty Smith, Al Baker and John Hateley. Completely reconstructed for upcoming Race of Champions, has not been run yet. Shown at cycle shows throughout the country. Over $5,000 invested; sell now for $2,200. Call P. J. Harvey at (213) 986-3413. (25/2x)

Indian motorcycle parts
Have very large inventory of INDIAN motorcycle PARTS. Parts from 1969 to 1975. LOW PRICES, ONE DAY SERVICE. CALL OR WRITE: Leisure Sports, Inc., 2436 Woodruff Ave., Idaho Falls, Idaho 83401. (208) 523-5721. (17/13x)

'77 Mr. Honda 175
Only 200 miles, S&W shocks, wife won't ride it. $750. (714) 995-9276. (25/3x)

'75 CR 125; 100 Honda
Xlnt. cond. 125 by FMF; 100 by Harry Cycles. 32 & 30 Mikuni, gas shocks & more. Must sell, $600.00 or best offer. (213) 379-3722. (27)

'76½ Maico AW 250
Excellent cond., 8 gauge front spokes, S&W shocks, brand new 1977 transmission, and much more! $850 or best offer. (714) 768-1595. (27)

'77 Suzuki RM250B
Like new, girl ridden only, must see. $985. (714) 995-9276. (25/3x)

Husky new 1976
360 WR factory war. Never ridden, can arrange financing, $1395. Long Beach Honda (213) 423-1433. (27/3x)

Triumph shop for sale
y years established, top English-Jap. parts dists., large used inventory, reasonable price, Grandma's Motorcycle Shop, 1707 Old County Rd., Belmont, CA 94002. (415) 592-1099. (27)

1975 KTM 250cc
Excel. cond. — lights — Speedo — gas Curnutts — street licensed — original bore. $700 or trade for good 125 Husky. (213) 457-4286. (27)

Speedway '74 Jawa, $1100.00
Excellent condition, gearing for all tracks, 12 wheel gears, 3 eng. gears, extra seat, carb, lock fuel can & more. (213) 365-2971. (27)

'75¾ Bultaco Pursang 360
Trail, enduro, MX, or desert. Handles all great. 2 tanks, skid plate, air forks, no breakdowns in 1½ years. Super bike. Buying new '77 Bul at new low cost. Steal this one for $650.00 firm. (213) 391-5876. (27)

'76 Yamaha 125 MX-C
Ridden 4 times, complete FMF package for MX & complete desert set-up. It's trick and sano. Check it out. $700 or make an offer. (213) 323-5798. (27)

Priced to sell
'75, 250 Yamaha MX monoshock. Sun rims, Metzeler F/tire, long travel kit, S&W fork kit, chain tensioner, $500.00. (213) 865-2946. (27)

'76 RM250 Suzuki
Great condition, recently rebuilt motor completely, many extras, $660.00. (213) 326-3799. (27)

1975, 450 Maico
Up-pipe, Works shocks, many extras, $750.00. Good condition. (213) 425-2533. (27)

Hodaka & Penton
72 Hodaka Combat Wombat 125, $275; '69 Penton with 72 B/engine, $225; 3 rail trailer, $125. (213) 428-2630 after 4:00. (27)

'76 RM 370, THICK SEAT, Metzeler front, many extras, xlnt. cond., $650.00. '69 BUL Matador, street legal, ridden very little, $300.00. (714) 753-3862. (27/2x)

Brand new, never used
Size 9½ Full Bore boots, $50.00. Size 7-3/8 Bell Moto Star, $40.00. Michelin 3.00x21, $20.00. '76, 360 Husky CR like new cond., $800.00. (213) 823-2152. (27)

'74 Husky 400
W.R. 6 spd., desert ready, lay downs, two tanks & much more. $600.00. (714) 593-5627. (27)

WANTED: 125 Honda Elsinore forks, XR-75 hubs (front or rear). (916) 483-4508. (27)

Motorcycle agency for sale
Top franchise in North Los Angeles County. Land available. Substantial cash required. Agent (714) 534-8201. (27/2x)

'75 Husky 250 CR, $750
Excellent condition, new Barum front, Metzeler rear, Profab clamps, needle swingarm, 76 forks, and more. Must ride to appreciate. (714) 624-7597. (27/2x)

'75 CAN-AM 250 TNT, Very clean, well maintained bike in top mechanical condition, fast and reliable, excellent enduro or trail bike, $800. Call for details (213) 867-6022. (27)

350 Astro
'75 chassis, completely rebuilt motor, extra pipes, carb, 1st over, $600. (415) 924-4570 or (415) 454-3406. (27)

Trick, sano Honda machinery!
'75 Honda Elsinore 125, super clean stocker. Fast, quick and only on 2nd bore. No dents or scratches in stock tank, never raced, new knobbies, even! It's trick I tell ya! Ask for Eddie. $550. (213) 679-6773. (27)

450 Husky & C&J frame
Factory ported engine, Vesco tank, Fox shocks, Profab clamps, Ceriani air forks, 9" travel, street registered, 98+ MPH, yet cowtrail, new cond., $1200. After 5 p.m. (714) 684-4315. (27)

'75 Maico 250
Sun rim, 8 gauge spokes, excellent cond., $750. (213) 592-5469. (27)

'77 Maico AW 400 brand new
Cruised ½ hr. — moving and no races there, perfect condition, new gas S&W's still in box, full apparel. Must sell, cost $1900, sell $1575/offer. 2 wks. old (213) 540-4319. (27)

'77 390 & 250 CR Huskies
Brand new, in the crate, each 1977 CR comes with a new 1976 175WR or 250WR. Sold in pairs only, at a dynamite price! Dealers invited. Call Claud at (402) 464-8202, Lincoln, Nebraska. The Cycle Company, Inc. (26/2x)

'75 Bul 360 Pursang, $575 O.B.O.
Metzelers, blueprinted motor, Barnett clutch, undercut gears, spaced transmission, Diamond primary and secondary chains, green stickie and more. Fast and reliable, immac. cond. $575 or best offer. (213) 467-0865. (26/2x)

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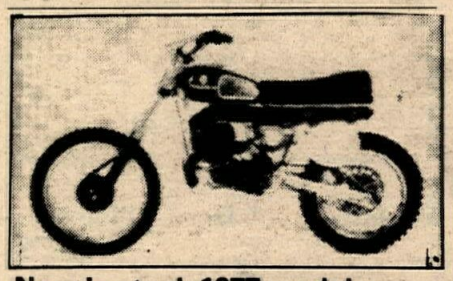

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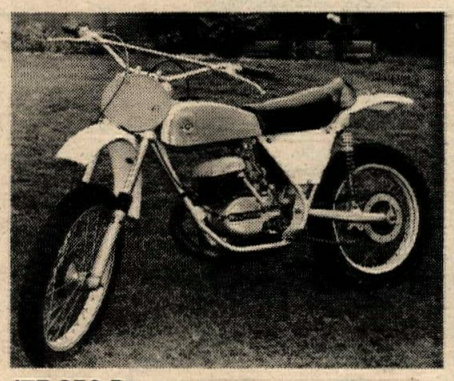

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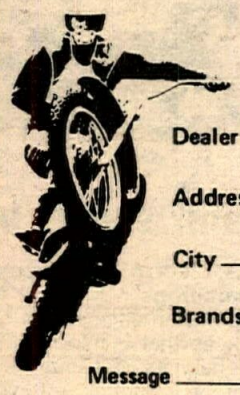

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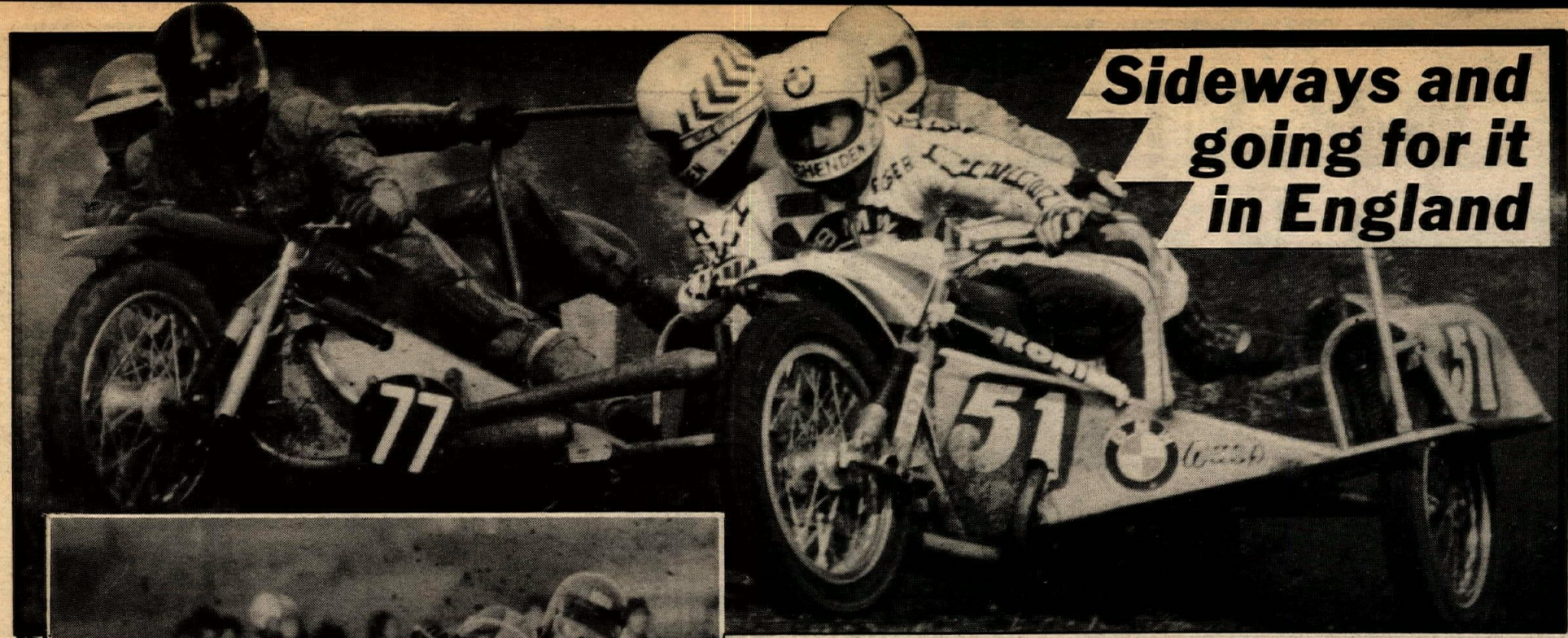
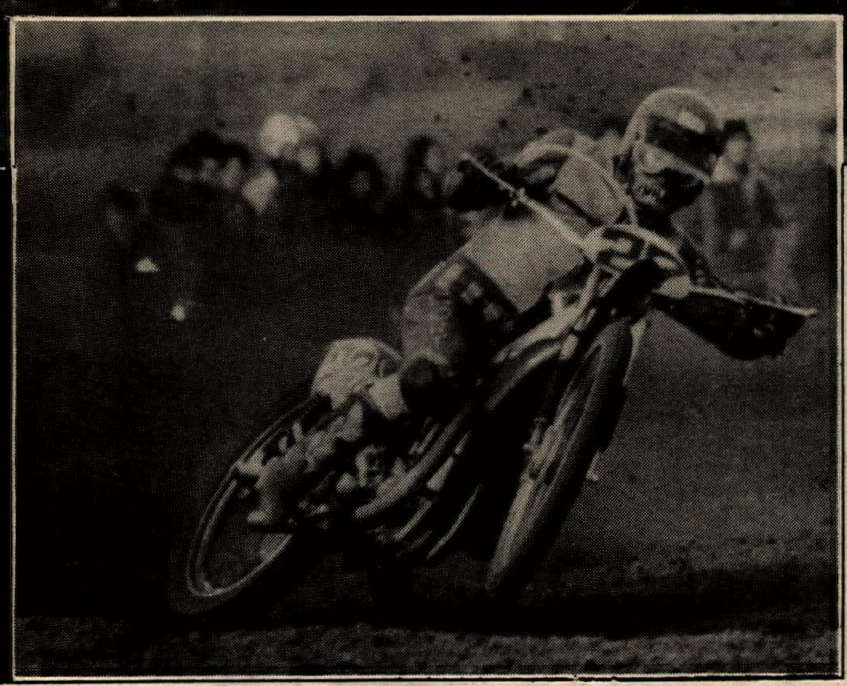


Sideways and going for it in England



The British don't have Class C flat tracks like we do in America. Instead, they race grasstrack. The courses range from 360 to 1,000 yards long on ungraded grass with horrendous bumps.

There are classes for 500cc, 350cc, and 250cc motorcycles. The bikes are similar to speedway machines, but with suspension. Jawa, J.A.P. and Weslake 500cc singles are popular, but a few enlarged 350cc Yamaha twin road racing motors have been used. In the 350cc and 250cc classes, various two-stroke motocross powerplants compete with the four strokes. The motorcycles generally race left-handed (counter-clockwise) around the tracks.

Sidecars race in the opposite direction around the courses. Displacement is limited to 1,000cc, and rigs powered by 850cc Weslake twins, Triumph 750 twins and triples (some supercharged), Kawasaki 1,000s, Honda fours, and BMWs compete.

Several of the grasstrack chaps want to come over and try their machines on American dirt tracks. Anybody with a dirt track in their backyard (or a golf course across the street, for that matter) who wants to try something different should contact Bruce Cox at P.O. Box 16277, Irvine, CA 92713. ●

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